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六月廿九號

The

# Hongkong Telegraph.

SATURDAY, JUNE 29, 1929. 日三廿五

Dollars on Demand—3/16  
Lightning-up—3 p.m.  
High Water—3 p.m.  
Low Water—9.20 p.m.

1929 Model T-19 G.M.C. Truck  
Chassis have a 6-cylinder Motor  
which develops 58 horse power  
They have 4-wheel brakes, 4-speed  
transmission, etc.

Chassis price ..... H.K. \$1,000

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.  
33 Wing Lok Street, Happy Valley.

## THE DISSOLUTION HONOURS.

"JIX" GOES TO HOUSE OF LORDS.

MANY AWARDS FOR PUBLIC & POLITICAL SERVICES.

ONE NEW EARLDOM.

London, June 28.  
The list of Dissolution Honours conferred by His Majesty the King has now been issued. Amongst the recipients are the following:

Earldom.

Viscount Peel, whose father was a former Speaker of the House of Commons. In the late Conservative Government, he was First Commissioner of Public Works. Previous offices which he has held include Secretary for India, Chancellor of the Duchy of Lancaster, Minister of Transport, and Under-Secretary for War. He was Chairman of the L.C.C. in 1914, and during the Greco-Turkish War he acted as a war correspondent.

Viscount.

Sir William Joynson-Hicks, until recently Home Secretary. He was a former Minister of Health and Parliamentary Secretary to the Overseas Trade Department, later becoming Postmaster General and Paymaster General. He was keenly alive during the war to the necessity of increasing British aircraft. A prominent evangelical churchman, he led the opposition to the Revised Prayer Book in the House of Commons. He is member of the House of Laymen and is much interested in philanthropic work.

Baroness.

Sir Hamar Greenwood, who was Secretary for Ireland from 1920 to 1922. A Canadian by birth, he came to England and won a seat at Parliament for York in 1906. Later, he was called to the Bar and became a K.C. in 1919. He was Under-Secretary for Home Affairs in 1919, and Secretary of the Overseas Trade Department in 1919-20.

Sir George Lawson Johnston, Chairman of the Executive of the British Charities Association. He has been prominently associated with charitable work and Empire settlement. Is a Director of the Daily Express and Chairman of Bowhill Ltd.

Sir Gilbert Alan Hamilton Wills, Chairman of the Imperial Tobacco Co. He served in the war in Gallipoli and France, being mentioned in despatches. He owns about 5,000 acres of land.

Major Robert Daniel T. Verburgh. He served in the Great War, rising to Brevet-Major, Royal approval of a Peerage to his father had been signified in 1916, but he died before the patent was issued.

Privy Councillors.

Mr. Douglas Hewitt Hacking, O.B.E., late Parliamentary Secretary for Overseas Trade, Board of Trade and Under-Secretary for Foreign Affairs. He has held various political positions, and was a member of the Empire Parliamentary delegation to South Africa in 1924.

Earl Howe, late Conservative Whip. He is the fourth holder of the title. He is President of the Royal Albert Hall Council, Chairman of the Council of Queen Alexandra's House, and a Trustee of Lord's Cricket Ground.

Commodore Harry Douglas King, late Parliamentary Secretary to the Mines Department, and formerly Financial Secretary of the War Department. He was a Unionist whip prior to taking office, in Mr. Baldwin's Ministry. During the war he was wounded and gained the D.S.O.

The Earl of Plymouth, late Under-Secretary for Dominion Affairs. He is the second holder of the title, succeeding his father in 1923. Is a Lord Lieutenant of Glamorgan.

Sir Philip Sisson, late Under-Secretary for Air. He was private secretary to Earl Haig in France from 1915 to 1918. Was mentioned in despatches three times. He holds numerous foreign Orders and decorations.

Viscount Wolmer, late Assistant Postmaster General. He has held

## COURT MARTIAL FINDING.

MAJOR OGILVY REPRIMANDED ON FIVE CHARGES.

## TO MAKE GOOD LOSS.

Major G. M. H. Ogilvy, whose trial by General Court Martial on charges of negligence, while acting as P.R.I. of the 2nd K.O.S.B., concluded during the week, has been found guilty and sentenced to be reprimanded and to make good the sum of \$1,531.21 to the Regimental Institute.

The finding, which was necessitated by a Telegraph representative at Command Headquarters to-day, reads:

"The Court finds that the accused, Major G. M. H. Ogilvy, is guilty of the second and third charges, and is guilty of the first charge with the exception that the amount of the loss is \$1,531.21. Instead of as shown in the charge, and is guilty of the fifth charge, with the exception that the bill from the South China Morning Post should be \$100.40, and is guilty of the sixth charge with the exception that permanent passes, button, and badges be deleted from the charge."

"The Court sentences the accused to be reprimanded and to put under stoppages of pay until he has made good \$1,531.21 to the funds of the Regimental Institute of the 2nd K.O.S.B."

## OUTRAGE BY CHINESE POLICE.

SHANGHAI FOREIGNERS HELD UP BY PISTOL.

Shanghai, June 29.  
A protest is being presented to the Chinese authorities following an encounter last night in Chinese territory.

It appears that a group of Chinese police halted an automobile driven by Mr. B. Krivoss, a prominent Shanghai contractor, compelling Mr. Krivoss, his wife and two friends, at the point of the pistol to descend and to submit to a search.

They were exceedingly roughly handled while the search was going on. The party was in Chinese territory, returning from Seckingino, where they had visited a houseboat.—Our Own Correspondent.

## "SOUTHERN CROSS" FLIGHT.

AIRMEN HOPE TO REACH RANGOON TO-DAY.

London, June 28.  
Captain Kingford Smith and his companions, who left Sydney, Australia, Tuesday, on a flight to England, have completed the second stage of the journey by arriving at Singapore from Derby North-West Australia.

The first stage was a two thousand-and-miles nonstop flight and the second stage involved covering six hundred miles over the open sea to the Dutch East Indies and then to Singapore.

The airmen hope to reach Rangoon to-morrow to proceed by Calcutta, Bagdad and Rome and London.—British Wireless.

## KING'S SUMMER PLANS.

NO BALMORAL VISIT THIS YEAR.

London, June 28.  
H.M. the King intends to spend the summer at Sandringham, his Norfolk House.

Originally it had been planned that he should stay a month in Norfolk and go to Scotland in August, but according to present arrangements the Court will not visit Balmoral this year, but will return to Buckingham Palace in the autumn.

It is probable that the King will be able to do some shooting during the latter part of his stay at Sandringham.—British Wireless.

A farewell party to Mr. Lim Hay-lan, Headmaster of Wah Yan College, is to be given at Lane, Crawford's restaurant this afternoon.

(Continued on Page 2.)

## TWO WIMBLEDON SURPRISES.

MISS EILEEN BENNETT DEFEATED.

## MRS. BUNDY WINS A GREAT CONTEST.

## SPANISH LADY OUSTED.

London, June 28.  
Several highly interesting international matches were played at Wimbledon to-day in ideal weather, which attracted a huge attendance.

The programme was the strongest of the week. The matches including eight for the purpose of deciding four of the last eight in the men's singles and four of the last eight in the women's singles.

In the Men's Singles American had a bad day, losing Hennessey and Allison, but the ladies did extraordinarily well three of them being in the last eight.

Mrs. Bundy created the sensation of the day, defeating Miss Eileen Bennett by two sets to one. Miss Eileen Bennett in the second ranking of the British women players, and she was expected to win as Mrs. Bundy is twice her age.

Champion 24 Years ago.

Mrs. Bundy was ladies' champion at Wimbledon four years ago when she played as Miss May Sutton.

"I know momma would win," said one of Mrs. Bundy's four children to Tilden, who sat throughout the match with an arm round the child's neck. Mrs. Bundy is 42 years of age, and she defeated Miss Bennett with an exhibition of stroking and footwork.

## DON'T WASTE IT.

"We never know the worth of water till the well is dry."

reminiscent of her title-winning display in 1905 and 1907. It is considered that she has an excellent chance of appearing in the final.

British Victory.

Another surprise match was in favour of Great Britain. Mrs. McIlquham defeating the Spanish champion, Senorita de Alvarez and thus qualifying for the last eight.

In the men's singles, the British seeded player, Dr. J. C. Gregory was defeated. He was beaten by Landry, of France.

Tilden, Borotra, Cochet and Landry have qualified for the last eight of the men's singles, and Mrs. Bundy, Miss Helen Wills, Mrs. McIlquham and Miss Hale Jacobs for the last eight of the women's singles.

The principal results were:

Men's Singles (Fourth Round).

W. T. Tilden (U.S.A.) beat C. Boussus (France) 6-3, 9-7, 6-4.

H. Cochet (France) beat Hennessey (U.S.) 6-1, 6-4, 9-7.

J. Borotra (France) beat W. Allison (U.S.A.) 6-3, 6-1, 4-6, 6-3.

P. Landry (France) beat Dr. J. C. Gregory (Great Britain), 8-6, 6-4, 3-6, 6-3.

Women's Singles.

Third Round: Miss Tapscott (South Africa) beat Madame Mathieu (France), the French No. 1) 5-7, 6-1, 6-3.

Fourth Round: Mrs. McIlquham (British) defeated Senorita de Alvarez (Spain) 6-4, 4-6, 6-2.

Miss Jacobs (U.S.A.) beat Miss Joan Fry (Britain), 6-3, 6-4.

Mrs. Bundy (U.S.A.) beat Miss Eileen Bennett (Britain) 3-6, 6-4, 6-4.

Miss Helen Wills (U.S.A.) beat Mille Signart (Belgium) 6-2, 6-3.

## FRIGHTFUL TRAM ACCIDENT.

YOUNG CHINESE GIRL KILLED INSTANTANEOUSLY.

## LEANED OVER THE TOP.

Lam Yuet-ming, a young Chinese woman, was killed yesterday as a result of a most unusual accident which occurred while she was on a tramcar.

While leaning out over the top deck of a tram, she was struck on the head by another tram proceeding in the opposite direction, and received frightful injuries from which she expired almost immediately.

The accident occurred at 2.30 yesterday afternoon at Quarry Bay at a spot near the Sugar Refinery. A British soldier returning to Lyemun Barracks who was travelling on the same tram as the unfortunate woman, saw her lean out through the window and call to someone on the deck below. Almost immediately, she was struck by a West-bound tram and dropped back to her seat, her head being terribly mutilated.

Both trams were brought to a standstill, and for some time traffic was suspended while assistance was sought from the nearest police station. The unfortunate woman was, however beyond all aid, and her body was removed to the Mortuary on the arrival of the police.

Identification of the remains reveal the fact that the deceased had been living at Temple Street. The parents of the girl, who have been located, state that the girl was only 19 years of age. She was on her way to attend a theatrical performance at a matinee at Shaukiwan when she met with the tragic accident.

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**SEE PAGE 6  
FOR OUR  
SPECIAL  
ANNOUNCEMENT**

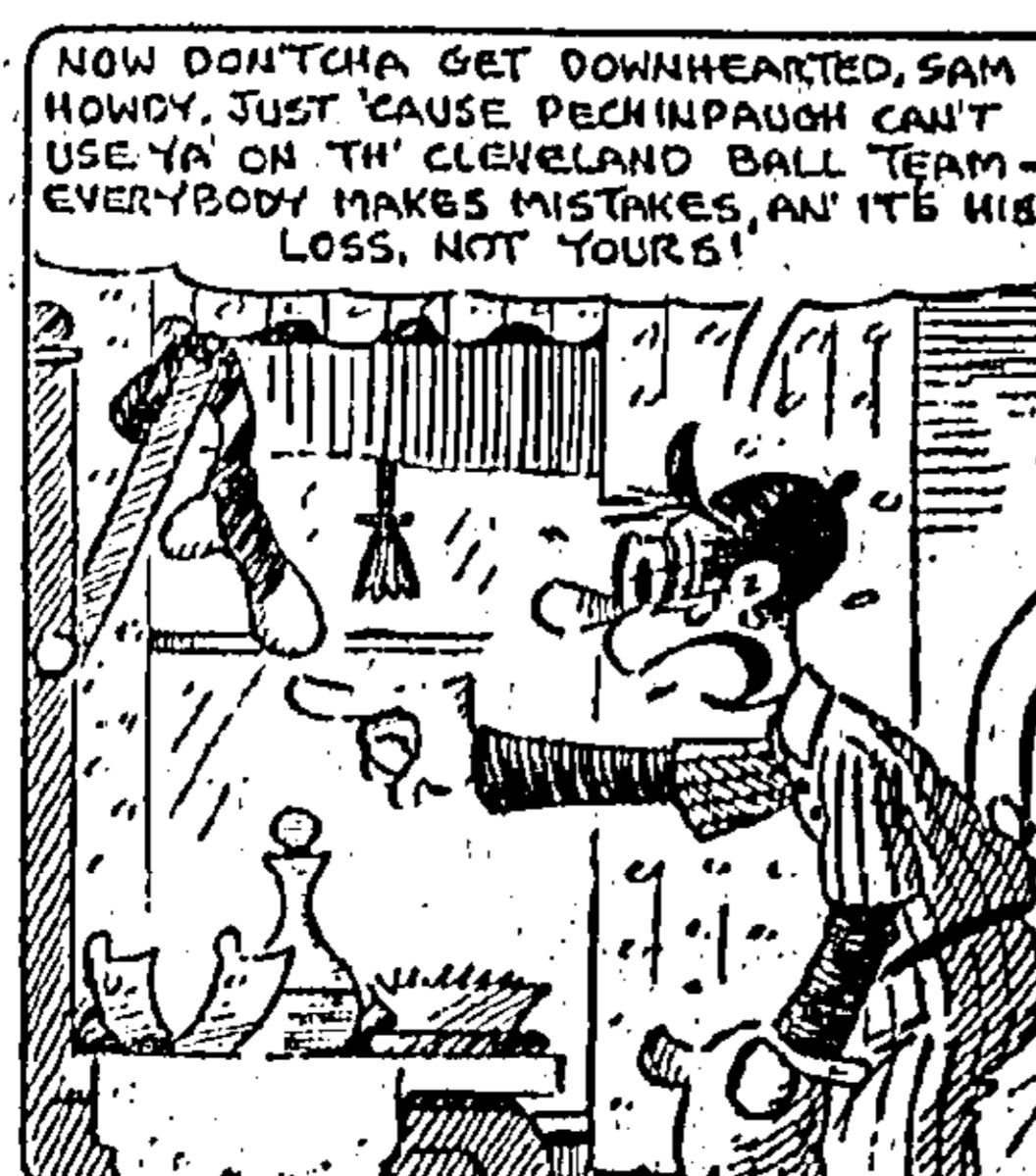
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childhood*

Children thrive well if  
nourished by SCOTT'S  
Emulsion which en-  
riches the blood and  
prevents childhood  
ailments. Ask for

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#### SALESMAN SAM



NOW DON'TCHA GET DOWNHEARTED, SAM HOWDY, JUST 'CAUSE PECHINPAUGH CAN'T USE YA ON TH' CLEVELAND BALL TEAM - EVERYBODY MAKES MISTAKES, AN' IT'S HIS LOSS, NOT YOURS!



HUH! THERE'S PLENTY OF OTHER TEAMS THAT NEED GOOD PITCHERS! GUESS Y'LL RUN OVER TA FLORIDA AN' GIVE WASHINGTON A CHANCE AT ME -

#### A Word to the Wise



WELL, I'M CHECKIN' OUT, MISTER - WHAT'S AND WHERE ARE YOU BOUND FOR?



I'M GOIN' TA TAMPA WITH TH' SENATORS BETTER NOT DO IT BUDDY, I KNOW A LOBBYIST WHO GOT TEN YEARS FOR TRYIN' TH' SAME THING!!

#### By Small



HOTEL DE CREOLE  
ROOMS FOR RENT

#### KOWLOON-CANTON RAILWAY.

##### REVENUE SHOWS AN EXCESS OVER EXPENDITURE.

##### INTERESTING FIGURES.

The report for 1928 of Mr. Baker, the Manager and Chief Engineer of the Kowloon-Canton Railway, which has just been issued, records a notable improvement in the fortunes of the railways. Whereas in 1924 and in 1925 the net loss approached \$100,000 and in 1926 exceeded that figure, last year showed an excess of revenue over expenditure of over \$20,000.

Extracts from the report are given below:

The year 1928 marks a notable improvement in the fortunes of this Railway, in that for the first time since the adoption of the new system of accounts, the revenues show an excess over working expenses.

The two express trains referred to in last year's report, continued to be hauled daily over the whole distance between Kowloon and Canton by British Section engines. Punctuality was regularly maintained, the route to rail between Hongkong and Canton retained its popularity and traffic steadily and regularly increased.

The only interruptions to the express services were on six days in January in consequence of military interference on the Chinese Section and for three days in connection with an accident near Shek Tan in Chinese territory, when seven coaches of the morning down express were derailed owing to overdue maintenance of the track which has since been remedied.

Owing to the conditions of the track on the Chinese Section generally, it was found necessary to increase the running time of the through express trains, commencing on June 8, from 3 hours 45 minutes to 4 hours 25 minutes. By December 1, however, much improvement had been made by sleeper renewals and the timing was reduced again to 3 hours 55 minutes.

Even the increased time taken over the journey made no apparent difference to the volume of traffic which was exceptionally good.

Negotiations regarding the acquisition of three new special locomotives for hauling the through express trains between Kowloon and Canton were continued with the Chinese Section, but a final decision as to the purchase was unfortunately not reached.

Special trains were run between Kowloon and Fanling on the occasions of five race meetings at Kwun Tong.

Three special trains were run to and from Canton for tourists ex the S.S. "Empress of Australia" and the S.S. "Belgenland."

Four special trains were run to and from Fanling, each with accommodation for 800 men, during the visit to the Colony of the Japanese Fleet.

The usual special trains were also run for the Military Authorities during the camping season.

Arrangements were made for the permanent composition of local trains whereby considerable savings were effected in marshalling and hunting.

Owing to a decided increase in the number of second class through passengers it was arranged, in consultation with the Chinese Section, to improve the second class seating accommodation on the through trains in the coaches of both Sections, and also to improve the lighting of both second and third class coaches.

The Staff Rules and Rules for the Public were completely revised and reprinted. So also were the General Tariff and Tariff Regulations, in collaboration with the Chinese Section.

##### Engineering.

The Fanling Branch Line between Fanling and Sha Tau Kok, 7½ miles, 2 ft. gauge, was finally condemned as unnecessary since the new motor road to Sha Tau Kok was completed. The line was therefore closed on April 1 and completely dismantled by the end of June. Much of the permanent way and rolling stock from this line was disposed of later.

The only new works of significance were in connexion with improvement to Tai Po Market Station providing for a proper passenger platform, a goods siding and dock and the use of the loop line for all stopping trains. The work was completed and the new arrangements brought into use by the end of the year.

5,070 reinforced concrete sleepers were made departmentally; the cost of manufacture including supervision and all charges, was very much lower than previous contract prices.

2,820 concrete sleepers, 431 wooden sleepers, and 73 crossing and bridge timbers were required to replace worn out timbers in the track.

35 reinforced concrete Kilometre posts were cast departmentally in the concrete sleeper depot, and will be erected along the line early in 1929.

The principal item of track maintenance involved the relaying of Beacon Hill Tunnel (2403 yards) with new 85-lb flat-bottomed rails, found necessary owing to a number of rail breakages suddenly occurring. There appears to be an abnormal amount of rail wear in this tunnel on account of the severe grades and damp patches.

##### Accidents.

There were fewer accidents than in 1927. The list includes:

Locomotives derailments	1
Coaches derailments (Chinese Section)	1
Wagon derailments	1
Fire	2
Split points	2
Broken rails (Tunnel No. 2)	8

The locomotive derailment occurred in the loco yard at points and was not of a serious nature.

Two fires occurred the same day in the leading ends of coach roofs on different trains. Both were observed and extinguished at once by the train staff, and arrangements made to prevent fires of this nature in future by fitting this class of coach with metal ends in place of wood.

The broken rails are referred to under Engineering. Maintenance. Other accidents occurred which involved:

Death Serious Slight Injury Injury	to passengers	1	2	—
railway servants	—	—	—	—
trespassers	3	1	—	—

The one death to a passenger was the result of jumping off the train whilst in motion. The lad died two days after the accident.

##### Accounts.

The Capital Account and the Revenue Statements of Earnings and Expenditure are submitted in the same form as last year with the pleasing result that for the first time since the introduction of the new system of accounting, the receipts exceeded the working expenses.

Although the accounts in their present form only show a balance net revenue of \$20,040.73, this figure would be considerably augmented were the following two items to be included, and the third not charged to working expenses, \$20,040.73.

1. Transport of Government documents, etc. \$ 9,085.80

2. Rent of Railway quarters, etc. 1,889.27

3. Mason laid written down 27,980.77 29,375.84

Making a Total Net Revenue of \$10,418.07

The Depreciation Charges on Rolling Stock in respect of the current year are in accordance with the scale laid down in the Classification of Expenditure prescribed by the Ministry of Com-

(Continued on Page 3.)

*The World demands  
The World gets*

**WILL'S GOLD FLAKE CIGARETTES**

FOR ALL TIMES IN ALL CLIMES

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THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
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DRY DOCK — Length 787 Feet  
Length on Blocks 760 Feet  
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S.H.(H.W.O.S.T.) 34 ft. 6 in.  
THREE SLIPWAYS — Capable of Handling Ships up to  
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SALVAGE TUG "TAIKOO" Wireless Call V.P.G.A. 800 Meters  
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

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Call Flag: "C" over "ANS. PENNANT."

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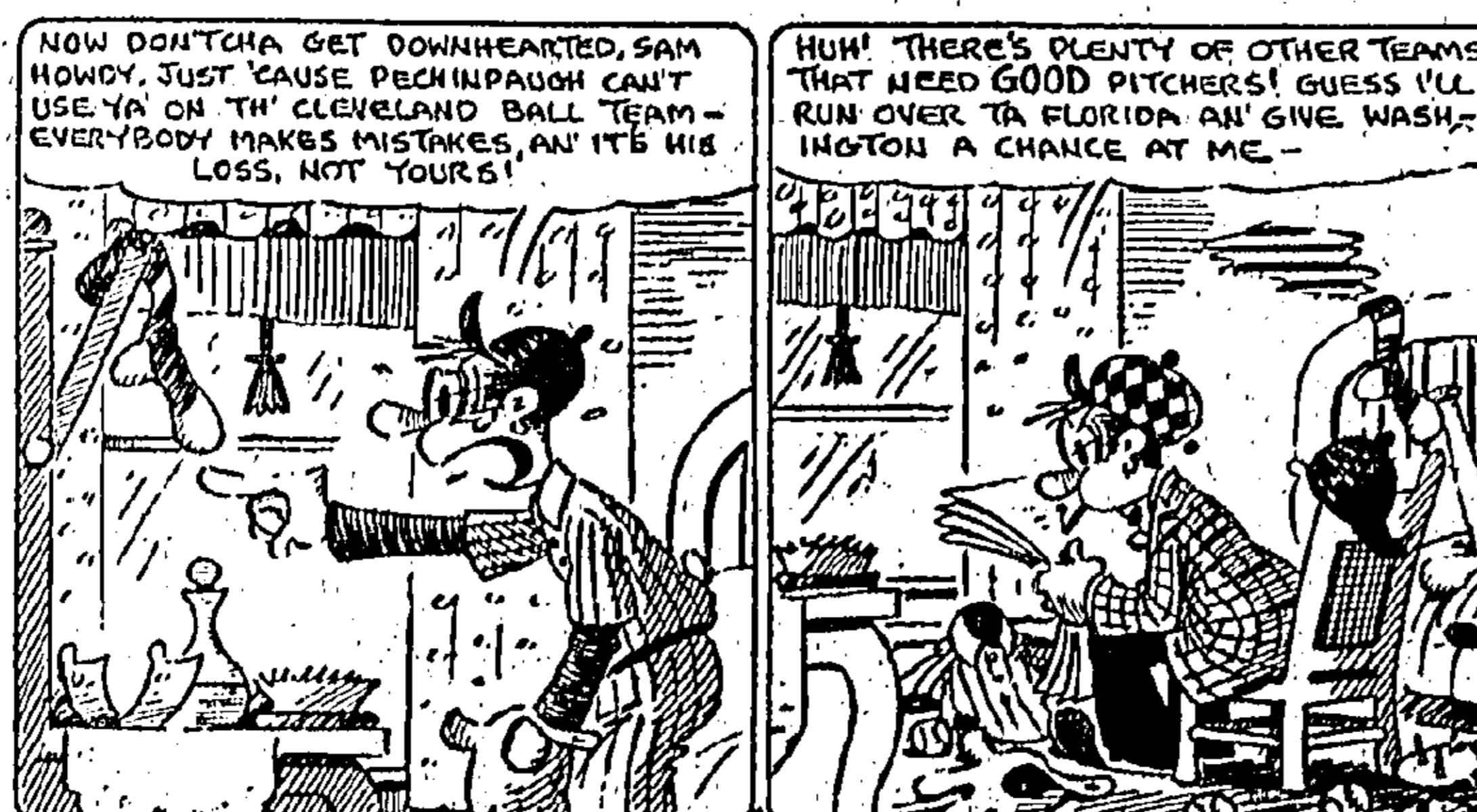
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MRS. S. UZUNOYE  
Expert Massuses

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Hongkong.

**BUTTERFIELD & SWIRE,**  
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HONGKONG, CHINA & JAPAN.

SCOTT'S Emulsion



NOW DON'TCHA GET DOWNHEARTED, SAM HOWDY, JUST 'CAUSE PECHINPAUGH CAN'T USE YA ON TH' CLEVELAND BALL TEAM - EVERYBODY MAKES MISTAKES, AN' IT'S HIS LOSS, NOT YOURS!

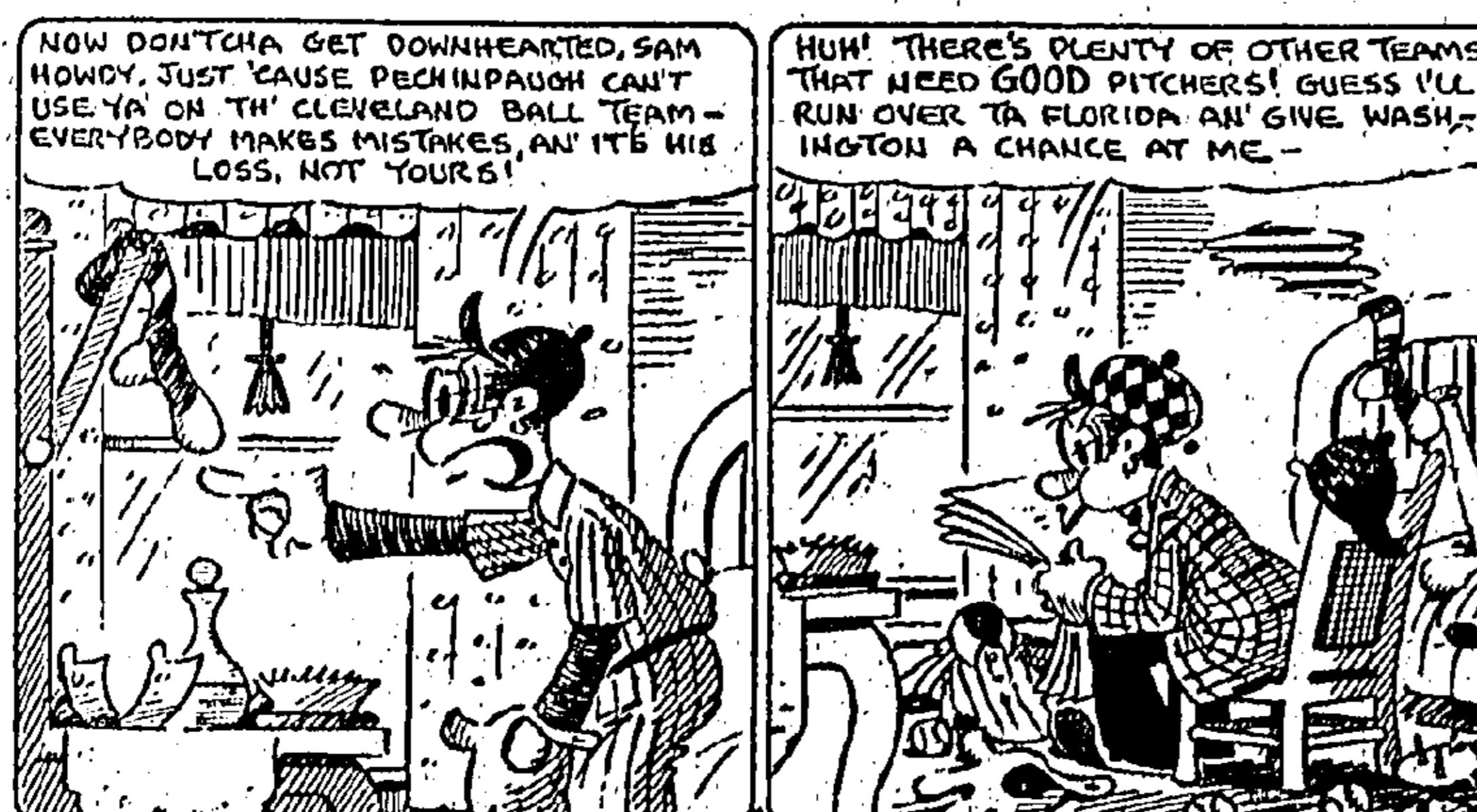


WELL, I'M CHECKIN' OUT, MISTER - WHAT'S AND WHERE ARE YOU BOUND FOR?



I'M GOIN' TA TAMPA WITH TH' SENATORS BETTER NOT DO IT BUDDY, I KNOW A LOBBYIST WHO GOT TEN YEARS FOR TRYIN' TH' SAME THING!!

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**SALE**  
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**DRESSES.**  
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**EVENING GOWNS**  
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**MILLINERY, BAGS,**  
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**FLOWERS, SILK**  
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this opportunity.*

**PAMELA.**

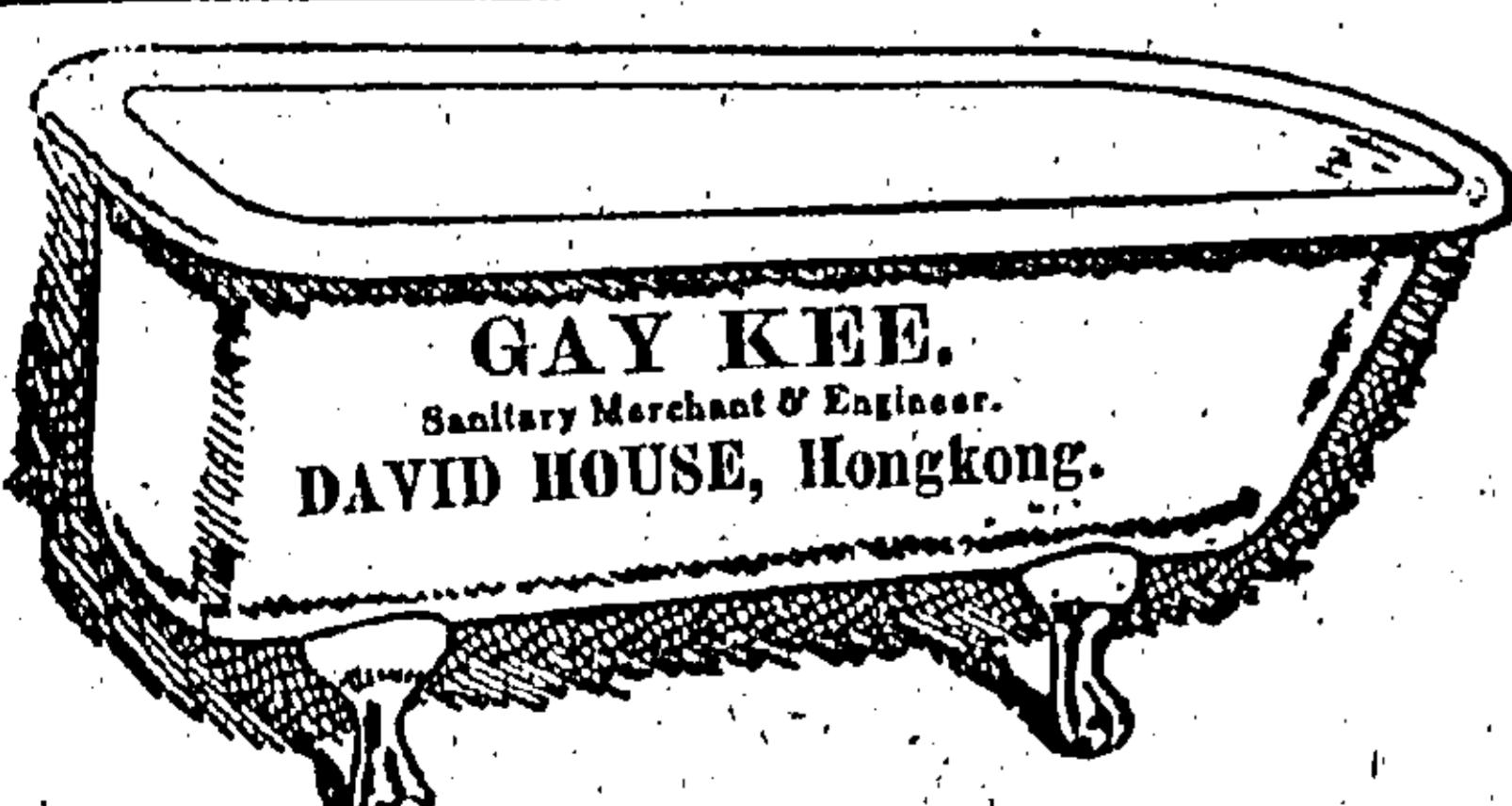
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THE NAVY'S CHOICE

**Coates**  
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OBtainable. EVERYWHERE.



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**LOCAL VIEWS**  
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Go To  
**MEE CHEUNG**  
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**KOWLOON-CANTON  
RAILWAY.**

(Continued from Page 2.)

unications, Peking, and a sum of \$172,107.77 is included in the Operating Expenses, Maintenance of Equipment, under the usual sub-heads. The amount at the credit of Depreciation Reserves at the close of the year being \$809,270.42.

The amount provided for the year 1928 under Special Expenditure was \$31,000, and during the year at various times further sums were voted, making a total of \$81,761.00.

The Special Expenditure for the year 1928 has been allocated between Capital and Revenue, and the portion chargeable to Capital included in the Capital Account, while the Revenue items are debited to Operating Expenses. It was agreed that the Railway should bear a portion of the cost of the underground cable for the Telegraph and Telephone lines, supplied by the Public Works Department, and a sum of \$30,000.00 is included in the Capital Account and shown in the Special Expenditure statement.

The total expenditure under this head thus amounted to \$92,714.83.

Sixteen goods wagons were sold to the Yuen-Han Railway and one to the Chinese Section, also a portion of the Fanling Branch Line equipment was disposed of, the Manager's House at Kowloon was taken over by the Government, and 437 old iron telephone poles no longer required by the Railway were transferred to the Public Works Department, at valuation.

The proceeds by sale or transfer have been credited to Capital Account under the various sub-heads concerned, and in the case of Rolling Stock, for which depreciation has been provided in previous years, the difference between the original and scrap value has been charged to Depreciation Reserves and the Capital Account credited.

## Main Line Expenditure.

The Main Line expenditure was \$256,085.65 against an estimate of \$263,000.00, the saving being largely due to recovery of wages of men engaged in the Workshops on work for Government Departments under the head of Junior Clerical Service.

The disbursements against the estimate of Working Expenses amounted to \$685,028.88 and the salaries of the Junior Clerical Service to \$26,482.37. The portion of Special Expenditure chargeable to Revenue was \$8,637.32. Further items amounting to \$18,966.88 were included in respect of services rendered and materials supplied by other Government Departments, also payments made by Railway not provided for in the Railway estimates, but charged to Government votes.

Only \$1,719.78 of the estimate of \$7,032.00 was required for the Fanling Branch Line, owing to the closing down of the line.

The total expenditure amounted to \$257,805.43, or \$18,826.67 less than estimated.

The estimate for Other Charges was \$402,490.00 for Railway and \$10,470.00 for the upkeep and running of Government Motor Vehicles.

Under General Charges sub-head Stores Depreciation the amount provided was exceeded by \$30,426.76. In 1918, 333 tons of Russian Rails and Fixtures intended for the use on the proposed Green Island Cement Works siding were taken on charge in the Railway Stores at \$13.96 per ton. This scheme has, since been abandoned and, as there is no further use for these rails, it was decided to reduce the book value to a more reasonable figure, \$27,980.77 was written off and included in the Working Expenses.

Similarly 46 rails purchased in 1909 were condemned by a Board of Survey and sold at \$2,520.14 was charged to this sub-head, being the difference between the original cost and the figure realized by sale. Several savings under other sub-heads however, reduced the excess to \$28,726.93.

The Traffic Expenses were \$2,255.90 less than the estimate. The savings under Printing and Uniform amounted to \$1,894.50, and smaller sums under other sub-heads.

Running Expenses, Main Line, were \$238,233.56 against an estimate of \$236,630.00. Under sub-heads Coal and Oil there is an excess of \$5,088.65 but minor savings under other sub-heads reduced that excess to \$1,603.56.

Under Fanling Branch Line expenditure \$4,347.85 lapsed owing to the closing down of the line.

The expenditure under Maintenance of Equipment, Main Line, was \$503.98 below the estimate. As the Fanling Branch was closed, \$1,537.70 was not required.

Maintenance of Way and Structure expenses, Main Line, were \$4,360.00 less than estimated, small savings appearing under most sub-heads. Fanling Branch requirements were \$623.34 only.

## Passenger Receipts.

Referring to the Revenue Account, the local passenger receipts amounted to \$289,307.00 as compared with \$311,076.87 for the previous year. The goods receipts were \$16,347.13 or \$17,684.00 less. The decrease in the

local passenger earnings was due to foreign passengers being able to book through to their destination in Chinese Territory during the whole year with the exception of 9 days, while in 1927 through trains were frequently discontinued and passengers to Chinese Territory were booked to the border station only, and the receipts accounted as local earnings. The fall in local goods receipts was principally due to reduced output of the Louw Brickworks.

As mentioned in my last report, repairs to Chinese Section Rolling Stock were carried out in the British Section Workshops and the percentage charged on wages was credited to sub-head R. 7. Profit on Central Mechanical Works. The receipts being \$4,087.83 more than the previous year.

The revenue under sub-head Rents amounted to \$7,728.57 only, as several of the lots of reclamation land were vacated.

The foreign passenger receipts were \$307,938.89 as against \$210,426.56 in 1927, an increase of over 46%, and the goods earnings were \$43,572.70 or \$4,464.22 more than the previous year. The increase in the Through and Joint Sectional passenger and goods receipts were due to the continuance of through traffic between Kowloon and Canton.

The revenue under sub-head Foreign Haulage, on account of British Section locomotives hauling express trains over the Chinese Section, amounted to \$127,225.62 against \$97,818.65 in 1927. Intercharge of Rolling Stock representing payments by the Chinese Section to the British Section for short supply of Rolling Stock, demurrage, etc., amounted to \$17,976.38 against \$7,742.72 for the previous year.

The Fanling Branch Line was closed to traffic at the end of March, the receipts being \$980.41 to that date.

## Operating Expenses.

The Total Operating Expenses amounted to \$800,064.17. The salaries of the Junior Clerical Staff were not provided for in the Railway estimate of Working Expenses, but grouped with those of other Government Departments under the head of Junior Clerical Service.

The disbursements against the estimate of Working Expenses amounted to \$685,028.88 and the salaries of the Junior Clerical Service to \$26,482.37. The portion of Special Expenditure chargeable to Revenue was \$8,637.32. Further items amounting to \$18,966.88 were included in respect of services rendered and materials supplied by other Government Departments, also payments made by Railway not provided for in the Railway estimates, but charged to Government votes.

The results of the past 5 years are as follows:

Year	gross	Working	Net	Net
	Receipts	Expenses	Loss	Revenue
1924	\$191,061.16	\$67,514.42	\$2,658.82	—
1925	150,778.31	59,961.49	\$9,125.18	—
1926	158,444.78	62,787.60	101,748.97	—
1927	178,124.85	716,760.41	2,344.80	—
1928	180,994.90	609,604.17	29,040.74	—

Passengers Carried.

Through and Joint Sectional passengers carried were as follows:

Passengers booked at 1928 1927 1926

Transhipped in British 1,100,000 882,240 640,974

Transhipped in China 49,451 27,659 5,938

In China excluding 18,081 202,803 300,017

Shum Chun the border station

Passengers booked at 17,600 254,090 486,080

Stations in China

excluding Shum Chun

the border station to Stations in British Territory

Passengers carried 1,007 1,007 1,007

Main Line ..... 882,240 640,974

Fanling Branch ..... 49,451 27,659 5,938

The final division of through and joint sectional traffic receipts were agreed between the two Administrations to end of June, 1928.

Claims outstanding against the Chinese Section on account of suspension of Through and Joint Sectional traffic, Hire of Rolling Stock and Demurrage, which stood at \$993,449.22 at the end of 1927, have increased by \$4,146.99.

Debits in respect of Demurrage and Hire of Rolling Stock for the year 1928 were accepted by the Administration of the Chinese Section and the accounts adjusted accordingly. The claims for Suspension of Traffic and Demurrage of Wagons for 1924 and 1925 were however not accepted and the total outstanding at the end of the year was as follows:

Suspension of Traffic ..... 318,802.75

Suspension of Traffic (5 days) ..... 5,905.46

Demurrage of Wagons ..... 641,206.31

Total due by Chinese Section ..... 1,007,508.51

Interest on Loan and Special Expenditure and other Items for the current year were included in the Income Account and the balance carried to Profit and Loss Account, this balance standing at \$4,677,635.10 being transferred to Surplus Appropriation Account.

The accumulated deficit at the end of the year being \$6,978,224.05.

**SALE**  
**GORDON'S**OFFER THE WHOLE OF PRESENT STOCK  
OF FOOTWEAR ONLY, AT —**20% OFF LADIES' SHOES**  
**25% OFF CHILDREN'S SHOES**TO MAKE ROOM FOR HEAVY DELIVERIES OF NEW  
SEASON'S STYLES SHORTLY DUE.

Commencing Wednesday July, 3rd

**FOR 7 DAYS ONLY**

ROOM SEVEN ..... SECOND FLOOR

**KAYAMALLY BUILDING**

TEL. C. 4052.

There are **THREE REASONS WHY** we have been  
entrusted with the installation of**CENTRAL HEATING**  
**HOT WATER & SANITARY SYSTEMS**

at the following Institutions, etc.—

**SCHOOLS**

St. Stephen's College  
Diocesan Boys' School  
St. Stephen's Hostel  
St. Stephen's Staff Quarters

**CLUBS**

Hongkong Club  
Hongkong Cricket Club  
Hongkong Jockey Club  
U.S. Recreation Club  
Royal H.K. Golf Club

**HOSPITALS**

Victoria Hospital  
Matilda Hospital  
Alice Memorial Hospital  
New Tung Wah Hospital  
Nursing Home, Canton

**OTHER BUILDINGS**

Repulse Bay Hotel  
Mountain Lodge  
Pallonee House, Canton  
Stubbs' Road Garage  
Police Station, Sham Shui Po

Oriental Hotel, Canton  
Albury Hall  
South China Morning Post Building  
Sisters' Quarters Matilda Hospital  
Branksome Towers

**FIRSTLY.**

All systems are designed by experts thoroughly acquainted with local conditions and requirements.

**SECONDLY.** All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.**THIRDLY.** We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.**DODWELL & CO., LTD.**

Telephone C. 1030.

Queen's Buildings.

**Pimples, Blotches  
Quickly Vanish**

Under this fascinating Antiseptic you can have a clear smooth velvety skin. It will only try the pure cooling plant LAVENDER. It soothes the skin and drives away the heat and the ITCHING STINGS INSTANTLY. This healing wash penetrates the skin leaving no stain upon the surface. Very strong and effective. Made in U. S. A. and sold by all good druggists (Harrington Muller & Phelps, Manila-Philippines)

**DO YOU WANT AN OVERSEER, OR CLERK?**

We can probably find you just the man you want.

Apply to the Hon. Secretary,

Mrs. J. McCormack.

**HONGKONG BENEVOLENT SOCIETY.**

By telephone to Central 212 or to the City Hall on Mondays and Thursdays at 11 a.m.

**TO-DAY'S WANTS****25 WORDS — ONE DOLLAR**  
(\$1.50 IF NOT PREPAID)*The following replies have been received:*295, 300, 301, 305, 306, 315, 344, 363, 371,  
374, 376, 381, 385, 411, 426, 427, 443, 445  
455, 461, 462, 465, 474, 476, 486, 505, 512,**SITUATIONS VACANT.**

**INVESTMENT SALESMANSHIP.** Correspondence is invited from firms or individuals who possess the necessary qualifications for successfully placing with investors in China (both European and Native) portion of the Bond Issues of the largest New Zealand Company operating in its particular sphere. The Bonds in question bear a guaranteed interest and also carry full participation in profits which based on conservative Government estimates, rapidly increase annually till the investment in a few years should return over 50% annually to the investor. The bona fides of the Company and its strong financial position are certified to by principal Bank, Stock Exchanges and legal firms. A large turnover in the Bonds has already been established in New Zealand, Australia and the East. First class credentials essential with full particulars of qualifications and previous experience. Write fully—Sales Manager, P. O. Box 660, Auckland, New Zealand.

**WANTED.**—Young Chinese male stenographer for Amoy. Reply Secretary, P.O. Box 22.

**FOR SALE.**

**FOR SALE.**—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

**WATER TANKS FOR SALE.**—100 gallon Steel Drums, for sale, these are good strong tanks for reserving water for household use, and galvanized inside and outside, will not rust. Price \$15.00 each, Kwong Sang Hong Ltd., or 134/6, Praya East, Wanchai.

**TO BE LET OR SOLD.**

55 The Peak, lately occupied by Dr. Harston and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and Dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Tram Station and Motor Road.

Apply:  
**THE HONGKONG REALTY AND TRUST COMPANY, LIMITED.**  
Exchange Building.

**EDINBURGH** Close to Bruntsfield Links, in residential part of town.

**LEAMINGTON PRIVATE HOTEL**

Leamington Terrace Ideal holiday residence, large rooms, every modern convenience. En Pension from £3.3. Bed and Breakfast 8/6. Write Mr. Dempster. Cables "Liahsolat."

**PREMISES TO LET.**

**TO LET.**—Shops at Front and Back of Kaymally Building, Complete with Cockloft and Electric Fittings. Apply to J. Kaymally & Co., 20, Queen's Road Central.

**TO LET OR FOR SALE.**—On Broadwood Road, two semi-detached 5 roomed HOUSES, with tennis court and garage to each house. Write Secretary, Post Office Box No. 22.

**TO LET:**—NO. 14, Knutsford Terrace, Kimberley Road, Kowloon, 5 roomed house with tennis court and view of harbour. Apply: Mr. Seu Kon Chi, Exchange Building (3rd floor).

**TO LET OR FOR SALE.**—At Fanling (in On Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply Kwong Sang Hong Ltd., 250, Des Voeux Road Central.

**APARTMENTS TO LET.**

**VICTORIA PRIVATE HOTEL,** HANKOW ROAD, KOWLOON, rooms with full board from \$95. to \$130. per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K.367.

**"PEAK MANSIONS."**

**CIVITATED** within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS.

with all Modern Conveniences, Drying Rooms and Out-houses. Two lifts. Apply to:

**CREDIT FONCIER D'EXTREME-ORIENT,**

**New Advertisements****BANK HOLIDAYS.**

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of Public Business on Monday, the 1st of July. Hongkong, 25th June, 1929.

G. S. R.  
NOTICE.

**PARTICULARS AND CONDITIONS** of the Sale by Public Auction to be held on TUESDAY, the 2nd day of July, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

No. of lots.	Registry No.	Locality.	Boundary Measurements.			Concrete feet.	Actual feet.	Open Price.
			N.	E.	W.			
2	No. 2192.	Mong Kok, Kowloon.	feet	feet	feet	415	412	\$7,229
			As per plan.	415	412			

**PENINSULA HOTEL****TEA DANCES**

in

**ROOF GARDEN**

on

**SATURDAY AFTERNOONS ONLY.**

**KWONG HANG & CO.**  
TEL C.2736.  
43, Des Voeux Road Central.  
Government and Admiralty Coal Contractors.

**HOUSE COAL.**  
Peak ..... at \$23.00 per ton.  
Upper Level ..... \$22.00 .....  
Middle Level ..... \$21.00 .....  
Central Office ..... \$20.00 .....  
Kowloon ..... \$17.00 .....

The above prices include delivery charges to destination.

**CHURCH NOTICES**

To-morrow the Fifth Sunday After Trinity.

**LOCAL SERVICES.**

St. John's Cathedral, Hong Kong, June 30th, 1929. 5th Sunday after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Peak Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. A. D. Stewart, Headmaster of St. Paul's College, Evansong 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road, Sunday, 30th June, 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Sermon "In-direction." Hymns, 68, 304, 524, 296. Evening Service, 6 p.m. Preacher: Rev. F. C. Young. Sermon "Chambers of Imagery." Hymns, 449, 182, 482, 671.

**MESSRS LAMMERT BROTHERS**

4, Duddell Street, Hongkong, 25th, June 1929.

**Lammert's Auctions****PUBLIC AUCTION**

Messrs. LAMMERT BROTHERS have received instructions from the Mortgagors to offer the valuable leasehold properties known as,

22 Robinson Road,  
and  
24 Robinson Road,  
for sale by Public Auction,  
at their Sales Room,  
No. 4, Duddell Street,

on Monday,  
the 8th day of July, 1929,  
at 3 p.m.

For further Particulars and Conditions of sale apply to the Crown Solicitor, Courts of Justice, or to:

**MESSRS LAMMERT BROTHERS**

4, Duddell Street, Hongkong, 25th, June 1929.

**PUBLIC AUCTION**

The Undersigned have received instructions to sell by Public Auction,

on Thursday and Friday,  
the 4th and 5th, July 1929.

commencing each day at 11 a.m.  
with interval from 1 to 2.30 p.m.

at CARLTON HOTEL,  
No. 20, Ice House Street.

A Large Quantity of Valuable Household Furniture comprising:—

Teak Hutstand, Hall Mirrors, Chesterfield Couch, Chesterfield Chairs, Armchairs, Teak Book Cases, Teak Dining Tables, Chairs, Sideboards, Glass Cabinet, Curtains, Carpets, Crockery, Glass Ware, Cutlery, Teak Ice Chests, Ceiling and Table Fans, Ceiling Lights, etc., etc.

Teak Bedstands, Iron Beds, Teak Wardrobes with Bevelled Mirrors, Teak Dressing Tables, Toilet Sets, Blankets, Table Cloth, Linen, Mosquito Nets, etc., etc.

also  
One Piano by S. Moutrie & Co.  
A Quantity of Blackwood Ware.

and  
One Safe by James Black, London. On View from Wednesday, the 3rd, July, 1929.

Catalogues will be issued.  
Terms:—Cash on Delivery.

LAMMERT BROS.  
Auctioneers.

**"ISLE OF DREAMS."****COMING TO QUEEN'S**

According to a northern critic, Shanghai's movie patrons have seldom seen a more entertaining picture—in point of acting, theme and production, than Messrs. UFA's "The Isle of Dreams," which was recently shown at the Carlton Theatre, Shanghai.

It embodies all the essentials of good motion pictures. There is the correct proportion of excitement, blended with the requisite quantity of sex appeal. This last, while never transgressing the bounds of good taste, is conveyed in the form of a clandestine love-affair of a nobleman who falls in love with his attractive wife.

The picture is of great interest in that it is an example of the adaptation of a typical Hollywood plot to the standards of European artists expression. The acting is particularly good; nor is humour lacking, there being almost a sur-

feit of hearty laughs bred of the story.

"The Isle of Dreams" will be shown on Tuesday and Wednesday at the Queen's Theatre.

From

Shanghai ..... Perf. June 20.

Europe via Nagapatnam (papers, London, 30th May, and parcels, 23rd May) ..... Patroclus June 20.

U.S.A., Honolulu, Japan and Shanghai (San Francisco, 31st May) ..... Pres. Harrison June 29.

Manila ..... Pres. Pierce June 30.

Canada, U.S.A., Japan and Shanghai, (Victoria B.C., and Seattle, 13th June) ..... Empress of Asia July 1.

U.S.A., Honolulu, (San Francisco, 7th June) Japan and Shanghai ..... Pres. Jackson July 1.

Shanghai and Amoy ..... Liuan July 1.

Japan and Shanghai ..... General Matsinger July 2.

Salon ..... Porthos July 2.

Straits ..... Sirdhana July 2.

Japan ..... St. Albans July 3.

Europe via Suez, (letters and papers, London, 30th May) ..... Kashgar July 4.

Japan and Shanghai ..... Pro. Taft July 5.

Japan and Shanghai ..... Anuradha July 5.

Shanghai ..... Supradon July 9.

OUTWARD MAILED

Per Date and Time.

For Straits, Ceylon, India, Mauritius, East and South Africa and Egypt ..... Perf. June 20, 8.30 p.m.

Amoy ..... Nanchang ..... Sat., June 20, 8.30 p.m.

Holm ..... Stuart Dollar Sat., June 20, 8.30 p.m.

Holow ..... Nampong ..... Sat., June 20, 8.30 p.m.

Manila ..... Pres. Harrison ..... Sat., June 20, 5 p.m.

Salon ..... Ponglong ..... Sat., June 20, 5 p.m.

Holow ..... Halvard ..... Sat., June 20, 5 p.m.

Bangkok via Swatow ..... Klang ..... Sun., June 20, 9 a.m.

Swatow, Amoy and Formosa ..... Huzan Marti ..... Sun., June 20, 9 a.m.

Haliphong ..... Havrot ..... Sun., June 20, 9 a.m.

Shanghai, Weihaiwei and Europe via Siberia ..... Patroclus ..... Sun., June 20, 9 a.m.

Shanghai, Japan and Honolulu, U.S.A., Canada, Central and South America, Europe via San Francisco and Europe via Siberia ..... Pres. Pierce ..... Mon., July 1.

Parcels ..... 11 a.m.

Registration ..... 11.15 a.m.

Letters ..... Noon.

(Due San Francisco, 24th July.)

Swatow ..... Hydrangea ..... Mon., July 1.

Holow, Pakhol and Haliphong ..... Ningpo ..... Tues., July 2, 8.30 a.m.

Straits and Calcutta ..... Tacoma Marti Tues., July 2, 1.30 p.m.

Swatow, Amoy and Foochow ..... Haifang ..... Tues., July 2, 1 p.m.

Shanghai, Japan, and Europe via Siberia ..... Portos ..... Tues., July 2, 1.30 p.m.

Port Bayard, Holow, Pakhol and Haliphong ..... Tonkin ..... Tues., July 2, 1.30 p.m.

Manila ..... Emp. of Asia Tues., July 2, 3.30 p.m.

\*Superscribed Correspondence only.

**NOW ON!**

**Before You Decide--See  
THE NEW  
SILENT  
KELVINATOR**

SO SILENT.....so startlingly quiet even in starting.....that you will watch this new Kelvinator and wonder whether it is running.

AND coupled to silence, a host of tested, proven features including the Cold Keeper for quick freezing of desserts, etc.

**SEE THE NEW KELVINATOR FIRST!**

**Agents—REISS, MASSEY & CO., LTD.  
EXCHANGE BUILDING.....Tel. O. 673.**

*Now Being Exhibited at—*

**WHITEAWAY, LAIDLAW & Co., Ltd.**  
FURNISHING DEPARTMENT,  
AND AT  
**THE HONGKONG ELECTRIC CO.**  
SHOWROOM.

**Don't Under-Value  
Self**

WHY does a man insure his property for its full replacement value yet feel satisfied with a few thousand life insurance often representing at most two or three years' income? The fire policy may become a claim, the life policy must, either by death or maturity. Are you adequately insured?

*Enquire today*

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**MANUFACTURERS LIFE  
INSURANCE COMPANY**  
HEAD OFFICE TORONTO, CANADA.  
**ARNHOLD & CO., LTD.**

Agents.

French Bank Building, Hong Kong. Tel. C. 1500.

For your floor—furniture—and  
every domestic article requiring  
a stained and varnished finish

"Wilheyela"

**Oil Varnish Stains**

IN

Oaks—Walnut  
Mahogany—Satinwood  
Rosewood—Ebony Black

Can be applied by anyone  
Always reliable, never sticky.  
Non-poisonous and Durable.

AGENTS:

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Alexandra Building. Telephone C. 763

Wilkinson, Heywood & Clark  
SHANGHAI. HONGKONG.

**NATIONAL PARK FOR  
SCOTLAND.**

**SITE IN CAIRNGORM  
MOUNTAINS.**

London, June 5.  
Fame awaits the opportunity to inscribe on her roll the name of a Scot.

All he need do is to provide £100,000 needed for making a Scottish National Park in the Highlands.

The site is in the Cairngorm Mountains.

Yesterday in Glasgow a number of Scottish societies met and appointed a committee, with Sir Iain Colquhoun as chairman to investigate aspects of the scheme.

Sir John Stirling Maxwell wrote deprecating suggestions for motor roads, railways, camps, winter sports and hotels in the reserve. The object of a national park reserve should be to keep the area in its natural condition.

**Caravan Camps.**

The purchase and equipment of the area would require a capital of about £100,000, and here, Sir John added, was a great opportunity for some rich Scotsman to do his country a signal service.

Mr. Mortimer Batten, the naturalist, suggested that the reserve should be in three parts, one through which people could walk and study nature, the second with Canadian cabins for holiday makers, and the third for camping and caravanning.

**LIFE RISKED FOR  
SCIENCE.**

**PROFESSOR'S SELF-POISON  
TEST.**

London, June 1.  
An experimental attempt to poison himself by the external application of arsenic has been made by Professor J. Walker Hall, the distinguished toxicologist.

The story of how he failed to give himself acute arsenical poisoning was told to the Medico-Legal Society by the professor, and is reported in the *British Medical Journal*.

He said that the idea of arsenic being absorbed through the skin still remained a bogey which it was almost impossible to lay.

To test whether a man could poison himself deliberately by absorbing arsenic through his skin he made the experiment on himself.

"I rubbed a fatal dose of arsenic," said the professor, "thoroughly over my hand, letting it stay there for 30 minutes. Then I soaked the hand in

**COURT SEQUEL TO  
BANK "RAID."**

**CASHIER AND COMPANY  
DIRECTOR CHARGED.**

London, June 5.  
The discovery of a bank cashier, Arnold Baldwin Whiteley, bound and chloroformed in the Glossop branch of Lloyds Bank on Thursday last, had a sequel at Glossop yesterday when Whiteley and Henry Farrar, managing director of Henry Farrar and Sons, cotton doublers, Britannia Mills, Brighouse, Yorkshire, were remanded on a charge of stealing £2,718, the property of the bank.

The Chief Constable said that he went to Brighouse on Sunday evening and told Farrar that he would be apprehended in connexion with the bank "raid." At Glossop Police Station, Farrar, after being cautioned, made a statement. Whiteley walked into the police station that morning, and he, too, was cautioned and made a statement.

Replying to Whiteley, the Chief Constable agreed that he had previously telephoned to the police and told them that he was going to Glossop.

Mr. R. S. Ashton, manager of the bank, said he last checked the money in Whiteley's possession on May 21, and found it correct. On May 30 he again checked Whiteley's cash and books at the request of the police, having been summoned by them to the bank, and he found that £2,718 was missing. The cashier was solely responsible for the cash in his charge.

Farrar asked permission to speak to his wife, who was in court, and the magistrate said that the Chief Constable would arrange an interview.

The men were then remanded till Monday.

water and allowed it to dry in the air.

"I experienced no local irritation of the skin, no local symptoms of any kind. I repeated the experiment with the same result.

**Test With Rabbits.**

I next undertook certain experiments to determine the effect of single and repeated doses of sheep-dip solution introduced into the stomachs of rabbits, the animals being killed after 12 to 24 hours.

Sir William Wilcox, the toxicologist, who was the president at the meeting, said arsenic in minute amounts was one of the body's normal constituents and it occurred also in certain foods. Lobsters and shrimps contained relatively large amounts far above the limit officially permitted in foodstuffs.

**DOESN'T IT GET YOUR GOAT?**



# SALE! SALE!! SALE!!!

**POWELL'S NOTED SUMMER SALE,**

**Starts on TUESDAY.**

**IN ALL DEPARTMENTS.**

**SOCKS and GOLF HOSE.**

In many plain colours, and fancy designs. These have been marked at very special prices to clear.

**Cashmere Socks \$1.00, \$1.45**

**Cotton Socks 65 cts., 95 cts.**

**Golf Hose \$1.45, \$1.95, \$2.95**

**BATHING COSTUMES**

at

**33 1/3 %**

**Discount.**

All Sizes 32" to 46"

**UNDERWEAR, SHIRTS  
and PYJAMAS.**

**Super Quality "AERTEX" Underwear—  
Vests or Drawers ... \$3.95**

**India Gauze ... \$1.00, \$1.45**

**SHIRTS—White for Day or Sports Use \$2.95**

**Coloured with 2 Colours \$4.75**

**Dress (Slightly Soiled) \$3.75**

**from \$4.25**

**PYJAMAS**

**BOOTS AND SHOES.**

A large Stock of Brown, Black and White Footwear at Clearing Prices.

**Black and Brown Boots \$9.75**

**Shoes \$12.25**

**White Shoes \$3.20, \$5.75**

**All Sizes on Sale**

**15% Discount off all Regular Stock**

**15 %**

**Discount**

**off**

**Glyn & Co's—  
Soft Felt Hats and  
Caps. Suit Cases  
and Bags.  
and all Regular  
Stock**

**SPECIAL CLEARING LINES**

**IN**

**SUN HELMETS**

at

**HALF PRICE.**

**IN THE TAILORING DEPARTMENT.**

**BLUE FLANNEL BLAZERS.**

**\$12.75.**

**All Sizes with Gilt Buttons**

**15 %**

**Discount**

**off**

**all regular  
goods**

**SPECIAL REDUCTIONS**

**in**

**Palm Beach, Silk and other Washing Suits.**

**—Ready-to-Wear—**

**Grey Flannel Trousers, Cream Gaberdine  
Trousers, White and Khaki Shorts, Palm  
Beach Coats.**

**REMNANTS  
HALF PRICE.**

**See Windows, also call and inspect the many  
bargains besides those enumerated on this page.**

**Wm. POWELL, Ltd.**

**GENTLEMEN'S TAILORS and OUTFITTERS.**

**10, ICE HOUSE STREET.**

SALE  
STARTS  
TO-DAY

CLEAN-SWEEP

SALE  
STARTS  
TO-DAY

# IT STARTED OFF WITH A RUSH NEW BARGAIN LOTS ARE FEATURED EACH DAY

## BARGAINS in LADIES' DEPARTMENT.

### HOSIERY

ARTIFICIAL SILK HOSE  
3 Pcs. for \$1.00

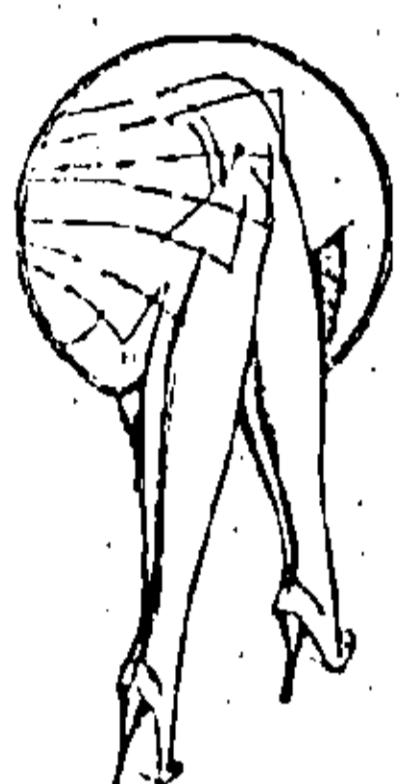
SILK HOSE

50 cts. \$1.00, and \$1.25 Pr.

A Lot of Broken Sizes Silk Hose

Regular \$3.50 to \$6.50

To be cleared \$1.50 Pr.



### LADIES' SHOES

The reason for this sale is very simple—we have a lot of high quality and good styles but in broken sizes. That's why we must clear them at these reductions.



### 300 Pcs. WHITE CANVAS SHOES & PUMPS.

Rubber or Leather Soles

To be cleared \$1.00 Pr.

Leather shoes or Pumps \$3.75 Pr.

### BATHING COSTUMES



200 Ladies All Wool  
BATHING COSTUMES

In Many Styles & Shades  
Regular from \$8.50 to \$15.00

Now \$5.00

All others Less 10%

TOWELING BATHING CAPES  
\$1.75

### BATHING CAPS AND SHOES

ALL MARKED DOWN TO

*Rock Bottom Prices*

EX. BARGAIN— FASHIONABLE BRASSIERES \$1.00
---

EX. BARGAIN— FASHIONABLE GIRDLES \$1.25
--

Khaki Shorts \$2.00
------------------------

Rain Coats Light Weight \$7.75
--------------------------------------

List Socks Fancy Designs 45 cents.
--

'P. V. D.' Underwear \$1.40
-----------------------------------

### UNDER GARMENTS

Fine Cotton Vests . . . . 3 for \$1.00  
Silk Bloomers . . . . . \$2.25  
" Combinations . . . . . \$5.75

Come  
Early  
For Best  
Selection

Thousands of  
**other BARGAINS are  
NOT ADVERTISED**

# YEE SANG FAT

Don't  
Miss  
this  
Opportunity

From every nook and corner of the Store we have found much desirable merchandise that for one reason or another must be cleared away at once. Some groups represent odd lots and no more like goods can be had. Others cannot be carried over to next season for obvious style reasons. Other choice lots are overstocks for this time of the year and must be reduced and turned into cash. All possessing desirable qualities well worth investigating.

## Bargains in Gent's Department.

### CLOSE-OUT OF HATS

Hats at a price that should sweep the department clean in a day. It's a clearance you'll be glad you attended.

Straw Hats usual from \$2.00 to \$2.50 now \$1.00

" " " \$3.50 to \$4.50 .. \$2.00

Helmets—Bargains from \$2.75 to \$15.00



## BARGAINS in CHILDREN'S DEPARTMENT.

### Summer Dresses Must Go.

Selling of girls' dresses should be very alluring to all mothers who are on the lookout for best materials at low prices.

### 700 Girl's Summer Dresses.

Size for ages 2 to 14 years.

in many Styles and Patterns

Regular from \$2.50 to \$5.50

NOW \$1.00



### BOYS' WASHABLE SUITS 50 cts.

### SHOES

CHILDREN'S BROWN LEATHER SHOES.  
British make. Sizes 3 to 6 \$1.75 pair.

## A GOOD CLEAN-UP OF ALL FABRICS.

Hundred of yards of washable goods, materials for every need in summer's prettiest colours, now priced lower for quick clearance.

30" Plain Colour Voile .. . . . . 25 cts. yd.

25" Silk Emb. .. . . . . 50 "

38" Latest Printed, . . . . . 75 "

30" White Pique... . . . . . 50 "

38" White India Lawn ... . . . . . 25 "

Plain White and Coloured Organds, also

Printed Cretonne Sale at HALF PRICE.

## TABLE COVERS AND CURTAINS.

Two important furnishing items for every home—so how natural to reduce their prices so that you can make your selections during our sale.

White Satin Table Covers

with Fancy Colour Designs 35" x 35" \$1.00

White Satin Table Covers 63" x 63"

Fancy Blue Border with 6 Napkins to match

Set 7.50

## All other Table Covers at Remarkable Value.

30" Fancy Border Scrim .. . . . . 25 cts. yd.

42" " Casement .. . . . . 85 "

38" " White Lace Curtain... . . . . 75 "

Lace Curtains . . . . . Sale from \$1.75 pair.

## TRUNK DEPT.

SALE FROM  
20% to 50% off.



Dewar's

WHITE  
LABEL



THE WHISKY OF DISTINCTION

\$50<sup>00</sup>

This sum will place a piano in your home—balance by small monthly instalments that will not embarrass you.

Ask for an illustrated catalogue of our instruments and full particulars of our terms.

S. Moutrie & Co., Ltd.

Chater Road.

**BEACH TENTS**

**NOW ON SHOW**  
**THE "BEACH"**  
**STRONG PORTABLE TENT WITH**  
**LIGHT FRAME WORK.**

4 ft. x 4 ft. x 6 ft. Weight 17 lbs.

**\$35.00**

**THE "UNIVERSAL"**  
**CAN BE USED EITHER FOR**  
**LAWN OR BATHING TENT.**  
**LIGHT COMPACT AND PORTABLE.**

6 ft. x 6 ft. x 8 ft.

**\$60.00**

**Lane, Crawford, Ltd.**  
FURNISHING DEPARTMENT.

THE LARGE  
NUMBER  
OF  
**WAYGOOD-OTIS**  
LIFTS

INSTALLED  
IN LOCAL BUILDINGS  
IS PROOF OF THEIR  
SUPERLATIVE MERIT.

THE MAJORITY OF  
LIFTS YOU USE  
ARE

**WAYGOOD-OTIS**

ERECTED & MAINTAINED  
BY

**DODWELL & CO., LTD.**

SOLE AGENTS FOR

HONGKONG & SOUTH CHINA

The Hongkong Telegraph.

SATURDAY JUNE 29, 1929.

FRANCE OBJECTS.

Since the writing of yesterday's comment on the subject, the War Debt issue has taken a new and somewhat sensational turn by the spirited denunciation in the French Chamber of the unratified settlements with Britain and the United States. The latest development arises directly out of America's decision to insist on the payment of four hundred million dollars, to cover the cost of stock left in France after the war, unless the French Government ratifies the Mellon-Berenger Agreement by August 1st. We have all along understood that liability for this sum, in the event of non-ratification on the date named, was part and parcel of the Franco-American Agreement, and we are accordingly not surprised that the United States should hold France to the understanding. That France, practically at the eleventh hour, should now threaten not only to refuse to ratify the settlement, but also decline to pay the war stock sum, must be regarded as a totally unexpected development.

What is even more regrettable is the declaration made by M. Franklin Bouillon that the American and British settlements with France were designed to drain the last drop of blood from a country already bled white. This apparently is not merely the view of one man, but, if we are to judge from the debate in the French Chamber, of French politicians generally. Even M. Poincaré backed up the opposition to the settlements, and promised to endeavour to get the agreements varied. The French protests on the subject are of more than passing interest in view of Mr. Snowden's recent criticism of the Anglo-French settlement, on the ground that it amounts to bleeding Britain white in the interests of one of the most prosperous nations of the world. If that represents the view of the Labour Government, the prospects of France securing a revision in her favour appear extremely remote. It is pertinent to point out in this connexion that Britain appears to be in a worse position than any of her Continental Allies. We showed yesterday that Britain is paying by far and away a greater percentage to the United States than any other of America's debtors. The further fact should not be lost sight of that our settlements with France and Italy are on a much more generous scale than those of

the United States with the two countries named. We have let off France 10 per cent. easier than America has, and Italy, no less than 33 per cent. easier. So if France has a grievance against Britain, she has an even greater one against the United States, and if she thinks she is being badly treated by America, then she must concede that we are getting worse treatment still.

It would seem that we are on the eve of a general reopening of the whole War Debt issue. That is not to be regretted, for the further the war recedes in history the more apparent does the need for reconsideration become. The British attitude has from the start been clear and unambiguous. We have declared ourselves in favour of all-round cancellation. In any event, we do not desire to receive more than we pay out. That is the essence of the Balfour Note. Unhappily, the United States takes an opposite stand, and at the moment there is no indication that she intends changing her mood. The revised reparations settlement, the complaints by France, and the recent British Labour utterances all converge towards one point—the desirability of all the interested nations getting together in conference on the subject. But the initiative, if it is to come from any country, must be with the United States. Unless and until revision is mutually agreed upon, Britain will pay all she has covenanted to pay, heavy though the burden may be on the present and future generations.

Arrest Compensation.

Some surprise was manifested by the European Unofficials of the Legislative Council when they were asked by the Government to approve a vote of \$400, to be divided between Tsang On-wing and Cheung Man-kun, the Treasury clerks who were arrested in connexion with the Carvalho Yeo frauds, and their attitude, we believe, will receive the support of the large body of public opinion. It may be that, having won the victory in the subsequent lawsuit with the Bank, the Government can afford to feel magnanimous regarding the affair, although a formidable bill for legal costs is likely to be presented for the civil suit as well as for the criminal trial. At the same time, the public will forget less readily than the Government the jury's indictment that "the absence of adequate supervision on the part of Treasury officials amounted to grave negligence." It may be accepted that Carvalho Yeo was a particularly clever and ingenious rogue, but it was evidently the opinion of the jury that other factors were essential to the commission of the forgeries. The apportionment of the blame is not our duty, but that of the Government. We must confess, however, that the announcement of the proposed compensation rather astounded us. The amount is unimportant, though it may be of interest to note that if the division is equal Cheung Man-kun will get more than three months' wages to compensate for his three weeks' in police custody. The principle, however, is worthy of further inquiry. The Hon. Mr. B. D. F. Beith was rightly afraid that the payment would create a precedent, and it is a rather remarkable one. Even M. Poincaré backed up the opposition to the settlements, and promised to endeavour to get the agreements varied. The French protests on the subject are of more than passing interest in view of Mr. Snowden's recent criticism of the Anglo-French settlement, on the ground that it amounts to bleeding Britain white in the interests of one of the most prosperous nations of the world. If that represents the view of the Labour Government, the prospects of France securing a revision in her favour appear extremely remote. It is pertinent to point out in this connexion that Britain appears to be in a worse position than any of her Continental Allies. We showed yesterday that Britain is paying by far and away a greater percentage to the United States than any other of America's debtors. The further fact should not be lost sight of that our settlements with France and Italy are on a much more generous scale than those of

DAY BY DAY.

THE WORTH OF A STATE, IN THE LONG RUN, IS THE WORTH OF THE INDIVIDUALS COMPOSING IT.—John Stuart Mill.

There was a clean bill of health in the Colony yesterday.

Mr. D. W. Tratman resumed duty as Clerk of Councils, with effect from 23rd June.

It is notified that Mr. W. T. Southorn resumed duty as Colonial Secretary on 23rd June.

It is notified that the Kam Wing Bank is paying a third dividend of 7½ per cent. under the winding-up order.

In the "A" Division of the Tennis League yesterday the Chinese R.C. defeated South China A.A. by eight sets to one.

Tenders are being invited for a new siding at Failing Station, on behalf of the Kowloon-Canton Railway (British Section).

The forthcoming wedding is announced of Mr. Paul England Barker, of 103, the Peak, and Miss Mary Bertha Watts, of 1 Queen's Gardens.

A regulation provides that Second Street, between Polkum Road and Eastern Street, is closed to motor traffic between the hours of 9 p.m. and 6 a.m.

Tenders are invited for the supply of two flat bottom, hard wood barges for the Sanitary Department, on similar lines to the existing barges S. D. M. & N.

It is notified for the information of owners and occupiers of tenements that rates for the third quarter of 1929, are payable in advance on or before the 31st July.

His Excellency the Governor has appointed Mr. T. W. H. Hosegood to act as Deputy Harbour Master, during the absence on leave of Commander J. B. Newill, D.S.O., R.N., (retired).

Letters of administration have been granted to the estate of Eng Hui-on, a trader, who died in hospital at Villa de Cecilia Tamayo, Tamaulipas, Mexico, on May 20, 1928. The local estate is sworn at \$2,100.

Chan King-sang, alias Pang Chan-shi, a widow, who died at 1 Li Yuen Street, West, Hongkong, on December 29, left local estate of \$16,500. Letters of administration have been granted to Mr. J. H. Soth and Mr. S. H. Ross, Incorporated accountants.

**BRIDGE  
MADE EASY**

by  
W. W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10.)

Double and Redouble—2.

As illustrations of correct doubling assume that first hand has declared a club, and you hold in turn each of the hands which follow. The explanations accompany the illustrations.

1—Spades K Q X X; hearts A J X X; diamonds Q J X X; clubs K X Double.

2—Spades K X X X; hearts A Q X; diamonds K Q 10 X; clubs X X Double.

3—Spades A J X X; hearts X X; diamonds A K J X; clubs X X Double and if your partner declares hearts declare your diamonds.

4—Spades K J X X; hearts A Q X; diamonds K X X X; clubs K X Double.

5—Spades A J; hearts K 10 X; diamonds K X X X; clubs A Q X.

To bid a no trump over suit, your hand should contain two stops in the suit declared by opponents. If the hand only contains one stop, double as in Illustration (4). Bid no trump on this hand which contains two stops.

If declarer bids a no trump, do not double unless you have at least one of the major well protected and the hand contains sufficient strength to return to no trump if the weak major is bid.

The following illustrations will clarify this observation. Assume that the dealer bids a no trump and you, second hand, hold:

1—Spades Q X X X; hearts X X; diamonds A Q J X; clubs A J 10 X.

2—Spades Q X X; hearts X X; diamonds A Q J X; clubs A J 10 X Pass; no protection in any major.

3—Spades A Q J X; hearts A J 10 X; diamonds X X; clubs K X X.

Double. Both major suits are well protected.

THE SUPERLATIVE.

Some Examples In Literature.

Had I (Cap'n Cuttle-wise) but made a note of all those varied facts, which in my books are underscored, and concerning which some author has been moved to speak in the superlative degree, I would to-day have for my trouble an interesting compilation. Fortunately, for a deeper reason than what at first glance might seem to be my laziness, I have omitted to do so.

But I was raised in a school where the other name of nonsense was rubbish. And to think that he should say that "the first book of Marcus Aurelius" is "the most dignified thing ever written!" As a lad I thought it the driest. And if I asked you as to the "most human sonnet ever penned" would you say that "it was Swinburne's 'Love and Sleep'?" When Robert Underwood Johnson says that the opening lines of Emerson's "Terminus" are "perhaps the loftiest lines ever written in America,"

I appreciate his judgment without feeling called upon to accept it. I like the way in which he uses the superlative, with a modifier; he leaves for himself a gateway of escape. He does not speak as if he knew everything. It is seldom wise to use the superlative unaccompanied. What seems like presumption might at last be proved to be presumption.

I had a mother to whom the most difficult part of speech was the superlative. In the north country of England they are sparing of praise. There one cannot do anything so well but it calls for qualification in the praise of it. The use of the superlative is always accompanied by a phrase or word of deprecatory criticism. Somewhat of the same qualifying of approval I found also in New England. Judgment was made. But out here "where the West begins" it merely means an assertion made.

Emerson spoke a useful word in his time in which he said that "superlatives are diminutives." Some day the American West will come to a sense of discrimination which will make her use of the superlative worthy. But that day is not yet. To hall loud voice poets speaking uncouthly as poets of the first magnitude is, indeed, to make superlatives into diminutives. Yet I sometimes wonder if the rascality of the West is not perhaps the price one pays for the too great reserve of the East!

Perhaps we all have need to know how to be careful of our praise rather than chary of it. Recently, I was glancing through the poems of Goldsmith. I found myself making a comparison with regard to the topic I have in hand as evidenced in his two poems, "The Traveller" and "The Deserted Village." Incidentally, I see that the first named of these poems earned the high praise of Johnson, who declared it to be "the finest poem since Pope's time." Very interesting is the way Goldsmith runs to excess in the use of the superlative in the poem on "The Deserted Village"—"Sweet Auburn, loveliest village of the plain." The strength of the village is played against the weakness of the city. Here is Paradise indeed—on paper. It is over described.

But with his poem on "The Traveller" we have a better attitude and argument. I quote from his own preface:

"What reception a poem may find, which has neither abuse, party, nor blank verse to support it, I cannot tell; nor am I solicitous to know. My aims are right. I have endeavoured to show, that there may be equal happiness in states that are differently governed than our own." In the light of this we solve the poem receives its richest worth. It is a poem of fair comparison, using this word "fair" as it relates both to justice and beauty. He has an eye for the good of all. He is not here concerned with the use of the superlative. The well-educated man knows that the highest knowledge is in knowing the intrinsic good which can be found in any age, person, or thing.

"He who runs not too easily to the use of the superlative. It is to be wished that many who use the superlative would give thought to its more sparing use. It is a helpful thing to become a connoisseur in the use of the superlative, which is to say that one should know how to use the superlative superlatively." F. G. in the "Christian Science Monitor."

Vizagapatam 2 (1); Madras 6 (4); Phnom Penh 2; Shanghai (2); Canton 6; Daifren 4 (1); Swatow (12); Cerebro-spinal meningitis, Hallucination 2 (1); Shanghai (12).

The death has occurred at his home at Liverpool, Hants, of Colonel George Howard Trollope, for many years president of the London Master Builders Association, and member of a firm (Trollope and Colls) which executed important building contracts in the Far East, notably the new Hongkong and Shanghai Bank premises at Shanghai.

**CANTON CONSUL HONOURED.****MR. G. S. MOSS RECEIVES THE C.B.E. DECORATION.****AN ACTIVE CAREER.**

Canton, June 27.—The many friends of Mr. G. S. Moss, M.B.E., H.B.M. Consul-General in Canton, will be delighted to hear that he has been further honoured, being granted the C.B.E. decoration in the King's Birthday Honours.

Mr. George Sinclair Moss, C.B.E., was born on the 26th April, 1882. He passed the competitive examination on June 7th and was appointed a Student Interpreter in China, July 1st, 1902. In 1908 he was Acting Vice-Consul in Hankow. He was promoted to 2nd class Assistant on January 21st, 1909. He was Pro-Consul in Foochow in 1910 and 1911, and Pro-Consul and Assistant-in-Charge at Pakhoi in 1911, 1912 and 1913.

He was appointed Acting District Officer at Weihaiwei on May 29th, 1913, and given the substantive appointment as Magistrate on July 30th, 1913, and District Officer on May 4th, 1914, becoming Registrar of the High Court at Weihaiwei on May 13th, 1914. He was promoted to 1st Assistant on July 1st, 1915.

He was employed in the Foreign Office in London in 1916, and then served as Chinese Secretary and Principal Assistant to the War Office Representative for the recruitment of Chinese Labour from November, 1916, being appointed Magistrate for the Chinese Labour Corps at Weihaiwei on December 18th, 1916. He was transferred to Tsingtao in July, 1918, and served as War Office Representative there from November 1st.

It was on account of his valuable services in connexion with the Chinese Labour Corps that Mr. Moss received the M.B.E. in the New Year Honours list in 1918. On April 1st, 1919, he was promoted to be one of His Majesty's Vice-Consuls in China. He was Acting Consul in Shanghai from May 7th, 1923, and Acting Consul-General there from October 3rd to November 4th, 1923, again Acting Consul from November 5th, 1923, to November 11th, 1924.

He was again at the Foreign Office in London from January 1st, 1925, to March 31st, 1926, and was promoted to be one of His Majesty's Consuls in China from January 1st, 1926. From December 1st, 1926, he was in charge of the Fochow Consulate until April, 1929, since when he has been Acting Consul-General in Canton. —Our Own Correspondent.

**BATSMEN HAVE AN INNINGS.**

(Continued from Page 1.)

with 394 (Ducat 134). Oxford's second venture produced 134. Scores: Oxford 213 Surrey 394 347

**YORKSHIRE'S SCORE.**

Northants suffer a heavy defeat.

Yorkshire defeated Northants by an innings and 38. Batting first Northants compiled only 94, Dennis taking 5 for 12.

Yorkshire's knock produced 409 for 8, when they declared, Sulcliffe contributing 160.

Northants added 277 in their second innings. Scores:

Northants 94 Yorkshire 277 (8 wkt.) 409 371

**WARWICK SUCCUMBS.**

High Scoring By Whysall Helps.

Notts beat Warwickshire by an innings and 22.

Warwick scored 117, Notts replying with 358 (Whysall 146).

Warwick compiled a further 217.

Scores:

Warwick 117 Notts 356

217

354

**GLAMORGAN TROUNCHED.**

Gloucester Win in High Scoring Match.

Gloucestershire accounted for Glamorgan by seven wickets.

Glamorgan batted first for 181, Sinfeld taking 5 for 50.

Gloucestershire replied with 434, Hammond compiling 177.

Glamorgan next scored 304 (Dyson, 100, D. Davies 116), Goddard taking 7 for 65.

Gloucester proceeded to knock off the required runs, scoring 52 for 8.

Scores:

Glamorgan 181 Gloucester 484

304 (8 wkt.) 52

485 Reuter.

**FOOTBALL AFFAIRS.****ANNUAL GEN. MEETING OF THE H.K.F.A.**

The taking over by the Association of the Hongkong Amateur Football League, the handing over of the financial work to a professional firm of chartered accountants, and certain amendments to the rules affecting the allocation of gate receipts, were some of the important measures passed at the annual general meeting of the Hongkong Football Association, held last evening at the headquarters of the Association in French Bank Building.

Mr. R. M. Dyer, President of the Association, took the chair, being supported by Mr. R. Hall, Mr. P. P. J. Wodehouse, C.I.E., Mr. W. E. Hollands (Hon. Secretary), Mr. G. T. May (Hon. Treasurer), and other members of the Council. There was a large attendance representative of the various Clubs affiliated with the Association.

The Hon. Secretary having read the notice convening the meeting, the minutes of the last general meeting were submitted and passed.

The annual report and balance sheet, as well as the balance sheet of the Interpol Account, were also adopted after being duly proposed and seconded.

**Unified Control.**

The Chairman put forward the following resolution:

"That this general meeting of Clubs affiliated to the Hongkong Football Association, approve of the taking over of the Hongkong Amateur Football League as from July 1, 1929."

It was explained that the effect of the step would be that control over the affairs of the two organizations would be more unified, and the finances, instead of being run by the League, would be entirely run by the Association.

Mr. F. T. James said that one of the chief reasons for the proposal appeared in the balance sheet which had before them. It showed that gate receipts from the League were \$5,220.

He thought that if they had before them the League's balance sheet, they would find that not only this year, but in every past year, they had no such item to show. He thought that if the Association had been able to take over the gate receipts of the League, it should also take over the management of the League as well. His guilty conscience is giving him away, for who would waste his precious time in elaborating a denial if he was not concerned?

Most of the residents of Lee Garden Street are peace loving citizens and want to avoid trouble. As a police constable is now controlling distribution, it is hoped that there will be no repetition of the bullying methods previously displayed. —Yours, etc.,

**AUCTION SALE.****FURNITURE OF KING EDWARD HOTEL DISPOSED OF.**

The sale by auction of the furniture of the King Edward Hotel, commenced on Tuesday, was continued yesterday when a great quantity of chairs, crockery, electric fans, blankets and basins were sold in small lots. Messrs. Hughes and Hough Ltd. were the auctioneers, and they informed our representatives yesterday that the sale will go on for another ten days or so owing to the fact that there is still a great deal of partly used furniture to be disposed of.

On Tuesday, the hotel piano was sold to Mr. J. H. Witchell, the old manager of the hotel, for \$140, while some portraits of prominent people, including paintings of King Edward and Queen Alexandra were also sold at cheap prices.

Another big crowd gathered on the ground floor of the hotel yesterday morning long before the time the sale was scheduled to start. Chinese as well as foreigners could be seen going in and out of the hotel until the sale was closed for the day shortly after four. It will be continued to-day.

It is understood that the King Edward Hotel will be opened to the public in the near future, arrangements having been made to reconstruct the building. This will take about eight months, after which it will be re-equipped for business.

**CORRESPONDENCE.****Fountain Complaint.**

[To the Editor of *Hongkong Telegraph*.]

Sir,—The eagerness evinced by "Water Damly" in trying to justify his actions suggests that he is a dolt. His guilty conscience is giving him away, for who would waste his precious time in elaborating a denial if he was not concerned?

Most of the residents of Lee Garden Street are peace loving citizens and want to avoid trouble. As a police constable is now controlling distribution, it is hoped that there will be no repetition of the bullying methods previously displayed. —Yours, etc.,

**WATER FAMINE.**

Hongkong, June 29th, 1929.

Would be glad of such assistance.

The Chairman: You take it from me that the Treasurers will take their instructions from the Council.

The matter was carried by the meeting, it being agreed to leave the financial work to the Chartered Accountants and to gauge the value of the measure by the results of the first year.

The meeting also approved of the insertion of a new clause to the Challenge Shield Rules respecting the allocation of gate money, with certain amendments suggested by the two Chinese clubs.

The election of officers for the year was then proceeded with, and the following appointments were made:

President, Mr. R. M. Dyer; Vice-Presidents, Hon. Dr. R. H. Kotewall and Mr. P. P. J. Wodehouse, C.I.E.; Chairman of the Council, Mr. R. Hall; Hon. Secretary, Mr. W. E. Hollands; and the following council members:

Messrs. G. T. May, H. K. Lee, H. K. Duncan, A. T. Hamilton, A. W. Eastman, F. Smith, J. Dodger, P. T. James and J. B. Shak.

The remainder of the business was of a minor character.

A vote of thanks was accorded to the officials on the council of last year at the close of the meeting.

**AMERICAN OPEN GOLF TITLE.****JONES PLAYS IN HEAVY RAINSTORM.****SARAZEN THE LEADER.**

New York, June 28.

There was a terrific downpour at Mammoth Neck to-day just as Bobby Jones, who led the field yesterday, left the first tee.

The spectators galloped to all shelters, but the contestants carried on in the face of one of the worst downpours in the history of the American Open Golf Championship.

The greens were sodden within a few minutes and workmen valiantly swept the water away. Jones went out in 38, four fives, four threes and a six. Eventually he did 76, making his aggregate 142. Leo Diegel scored a fine 74.

The present leaders are:

Gene Sarazen 71-142

Espinosa 70-142

Jones 69-144

Schutte 72-144

Tommy Armour 74-145

Diegel 74-148

Von Elm 74-149

Barnes 78-156

Kirkwood 82-157

Hagen 81-157

White 86-158

Golden 79-158

All with scores of 159 or better will compete in the final stages.

There will therefore be 64 competitors.

Johnny Farrell, the holder, did not qualify, his score being 167. —*Reuters' American Service*.

**THE DISSOLUTION HONOURS.**

(Continued from Page 1.)

other offices including that of Parliamentary Secretary to the Board of Trade. He served in the war, is a keen churchman and has been regarded as a rising politician.

Sir Francis Lowe, a former Chairman of the National Unionist and Conservative Associations.

**Baroneties.**

Sir Alfred Butt, M.P., the well-known theatrical producer. Is connected with many leading enterprises in the amusement world.

Mr. H. B. Betterton, C.B.E., Under Secretary for Labour. Joined Mr. Baldwin's Ministry in 1924.

Mr. Geoffrey Fry, private secretary to Mr. Baldwin. He has held minor posts in the Home Office and the Treasury and was for a time private secretary to the late Mr. Bonar Law.

**Knighthoods.**

Eleven knightships are conferred for public and political or philanthropic services.

These include Mr. Frederick Penny, who was formerly senior partner of Fraser and Co., Government brokers, of Singapore. Has been Assistant Conservative Whip, Junior Lord of the Treasury, and Parliamentary private secretary to the Financial Secretary of the War Office.

**Grand Cross of British Empire.**

Sir Harold Bowden, prominently connected with the motor and cycle industry. Is a member of the Council of the Federation of British Industries.

Sir Philip Cunliffe-Lister, former President of the Board of Trade. He has held various posts in Mr.

(Continued on Next Column.)

**The Very Idea!**

After the men members of Weymouth Operatic Society had decided to have a dinner at a local hotel, wives discovered the plan and determined that they would not be outwitted.

So they arranged with the hotel manager to hold an opposition dinner in the room next to that occupied by their husbands.

The secret was well kept. The men drove up to the front entrance, but the women were admitted by a back door.

The husbands found pinned to their serviettes notes which read "What about your poor wives and children at home?" One or two of them went home in a huff.

When the men began singing after their meal their wives drowned them with operatic choruses. Both parties left the hotel by separate exits.

The lady candidate was addressing a crowd at the street corner (mainly composed of the fair sex).

She was fulminating against the high cost of living.

"With very few exceptions," said she, "the prices of necessities are far too high.

A man's voice at the back of the crowd:

"Yes, mum, and when you can afford it, it ain't fit to drink."

The clock made for Pope Sixtus V, now in the medieval room of the British Museum, is three storeys high. It tells on the dial the fast days, signs of the Zodiac, the motions of the sun and moon on their courses. The gods of the days and weeks are represented. The four ages of man strike the quarters on a bell.

I considered that the prisoner was drunk, as he was vigorously fighting an imaginary person.—A constable at Willesden.

Witness at Kingston-on-Thames: I saw it with my own two eyes.

Solicitor at Tottenham: Was there much of a quarrel? Wife? Not much. My husband hit me on the chin and blackened my eye and I threw an ornament at him.

As he was taking a hammer I bit his leg and a policeman came.

I may be responsible for my wife's debts, but not for her lies. A husband at Shoreditch County Court.

"Suburban gardens during the summer season are merely repetitions of each other," says a writer.

The gardens in my neighbourhood

(No doubt you wonder why they should)

All look alike to me.

## REPULSE BAY KIOSK.

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### FAST GOING.



Top:—Competitors in the one mile open event at the Shanghai Area Athletic Meeting, lining up for the start. Baseline of the 4th U.S. Marines (extreme right) won. Bottom:—The start of the 100 yard dash, another open event. Townsley (second from left) of the U.S. Marines, won in the fast time of 10 seconds flat.

### AMERICAN BASEBALL IN SHANGHAI



Cogdell of the 4th U.S. Marines baseball team is seen on the left clouting out a long drive to left during practice at the Shanghai Race Course. "Pop" Robinson, mentor of the leatherneck nine, is looking up in the clouds trying to locate the horsehide. On the right is Welch, youthful hurler who promises to develop into a first-class pitcher.

### LAWN TENNIS.

#### PROGRESS OF HONG DOUBLES TOURNAMENT.

Good progress is being made in the Hong Doubles Tournament, there being no less than five matches played yesterday afternoon. All except one were decided in straight sets, Forster and Montgomery requiring the full three to qualify for the next round. The full results were:

A. D. Humphreys and R. K. Valentine of Dodwells beat L. T. Ridge and D. M. MacDougall of the University 0-2, 0-4; S. E. Green and D. Bodker beat C. Siegler and L. Nyhoff 0-3, 0-3; L. Forster and Dr. J. H. Montgomery beat Col. Wyatt and Capt. de Linda of the Royal Engineers 2-0, 0-2, 0-4; R. Gordon and R. Coxon of Jardines beat Fay Conn. S. Parsons and Fay Lieut. G. M. Waters of H.M.S. Tamar 0-3, 0-2; H. J. Armstrong and G. E. C. Marton of Deacons beat B. L. Stock and N. S. Lee of the A. P. C. 0-3, 0-2.

Kowloon C.C. Teams.

The following have been selected to represent the K.C.C. in their League fixtures to-day:

"A" Division.—Versus the I.R.C. on the I.R.C. ground at 4.30 p.m.: E. C. Fincher and E. F. Fincher, S. E. Green and Thomas Ley, C. E. Millard and A. E. Guest.

"B" Division.—Versus the H.K.U.U. on the K.C.C. ground at 4.30 p.m.: P. M. Pinguet and A. Leot, F. I. Zimmern and Geo. Leo, L. Jack and J. Smith.

### BOXING CONTEST.

**PAOLINO UZCUDUN DEFEATED BY GERMAN.**

New York, June 28. Max Schmeling (Germany) won on points against Paolino Uzcuñun (Spain) in a fifteen round contest.

Later, 45,000 spectators at the Yankee Stadium watched the fight, which was the first of the series to find a new world champion to succeed Gene Tunney. Schmeling started slowly but in the last six rounds so asserted himself that he chased the Spaniard round the ring slashing and ripping at his opponent's head and body and inflicting terrific punishment. Later, only Paolino's remarkable pluck and gameness that prevented him being knocked out.

The fighters take 40 per cent of the proceeds which approximate \$500,000. —*Reuter's American Service.*

### VALLEY GOLF.

**CHAMPIONSHIP TO BE PLAYED IN AUGUST.**

A golf meeting has been fixed to take place at Happy Valley during the first Sunday in August when the championship of Happy Valley will be one of the competitions decided. The championship is open to all members of the Royal Hongkong Golf Club and will be over 36 holes medal play (scratch), players to arrange their own partners and times. A Cup will be presented to the winner and another to the runner-up if there are over twenty-five entries. All afternoon rounds must start by 3 p.m. In addition there will be an Open Sweepstakes and The Captain's Cup.

### THE RECORD MANIA.

#### DISASTROUS ENDING TO ENDURANCE ATTEMPT.

New York, June 28. Two women, Miss Viola Gentry and Mrs. Martin Jansen, are each determined to break the world's flying endurance record by robbing a machine in flight. Mrs. Jansen started from Roosevelt Field on Wednesday.

Miss Gentry ascended yesterday, but her machine crashed to-day, the pilot, Mr. Jack Ashcraft, being killed and Miss Gentry seriously hurt. —*Reuter's American Service.*

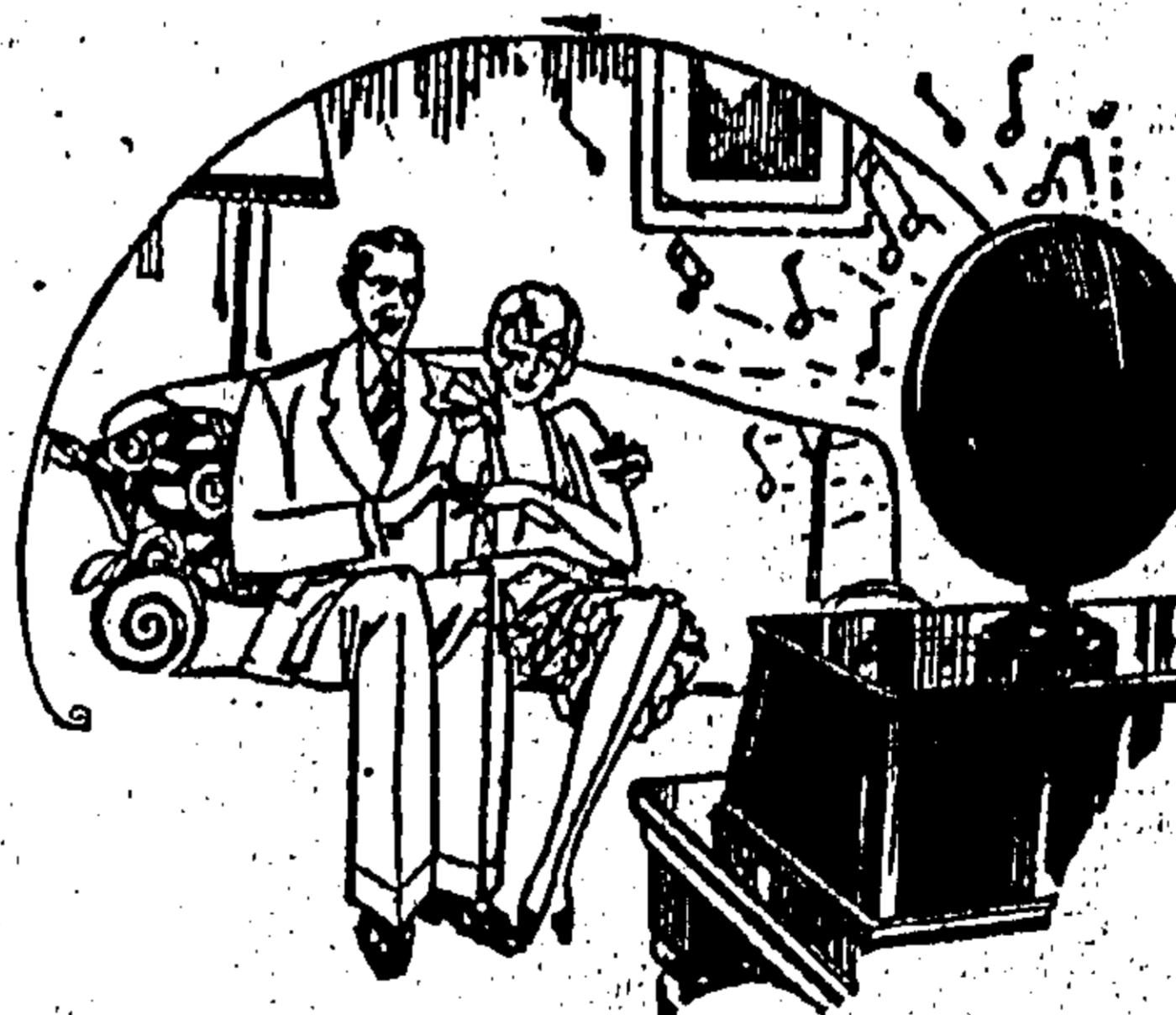


### A SHANGHAI PICNIC.



At the top is a glimpse of the spectators at the picnic sports at St. John's University, Shanghai. Mrs. G. A. Fitch, wife of the Foreign Y.M.C.A. Secretary, is standing at the extreme right. The picture below shows the traditional tug-of-war. Mr. W. Y. Char, secretary and treasurer of the organization, was in charge of events.

### "ZBW" — HONGKONG CALLING!



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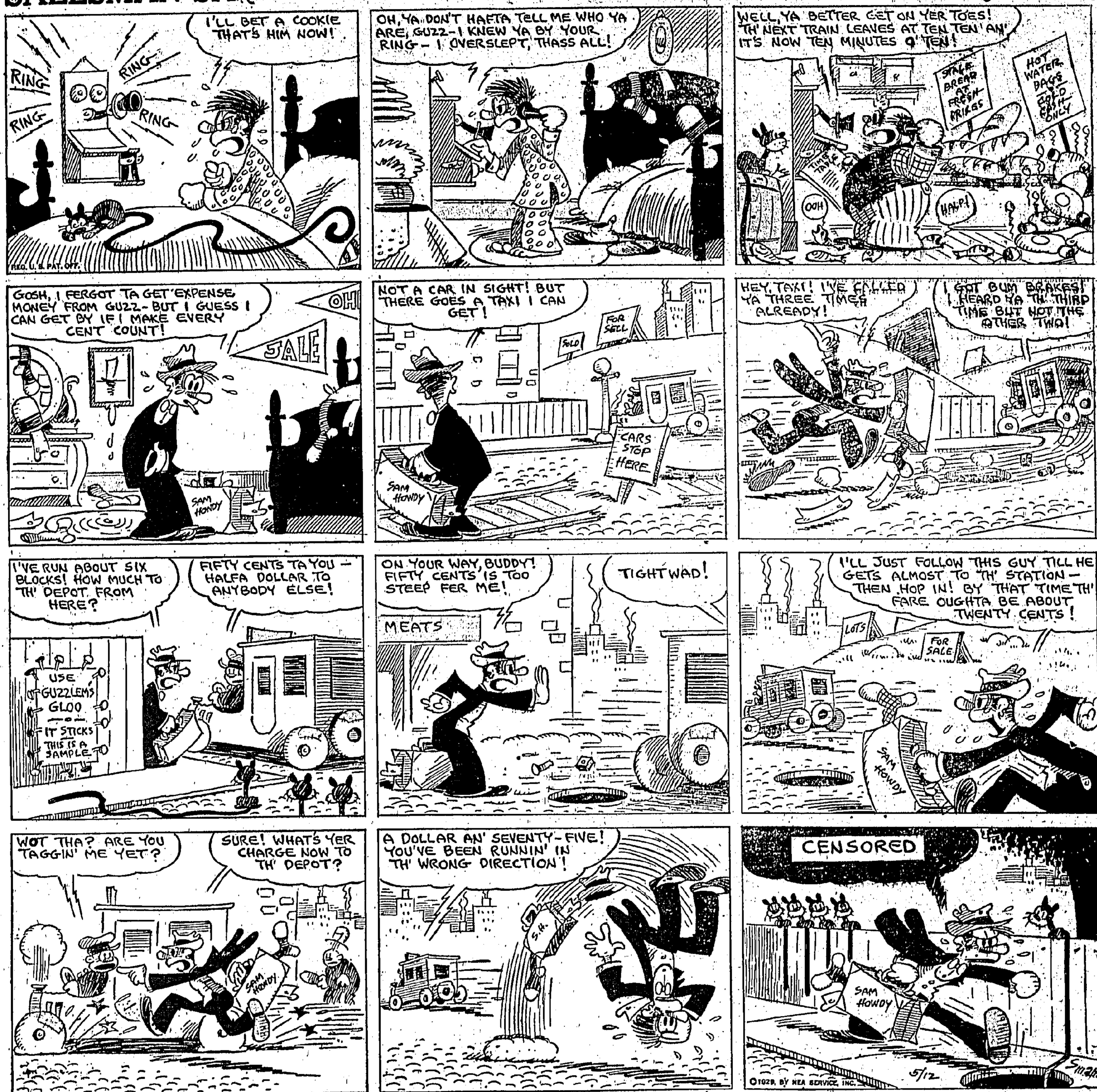
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\$67.50 to \$150.00

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TRAVELLING TRUNK

ONE OF WHITEAWAYS STANDARD VALUES  
The "OCEAN" Cabin Trunk a Real Marvel in value, strongly made of three Ply Wood covered with Green Ropewool Canvas and bound with Hardwood Batons, and strong Metal Locks.  
Size 36 by 20½ by 13 ins.  
STANDARD VALUE PRICE \$15.50

**"THE TOURIST"**  
CABIN TRUNK

ONE OF WHITEAWAYS STANDARD VALUES  
Case of 3-ply wood, covered with Brown or Green waterproof canvas. Fitted bentwood batons brass capped. Leather support for back hinges and brass lever locks. Complete with tray. STANDARD VALUE  
Size 30" x 20" x 13" \$17.50  
,, 33" x 21" x 13" \$19.50  
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**"THE WEMBLEE"**  
ATTACHE CASE

WHITEAWAYS STANDARD VALUE  
The "WEMBLEE" Attache Case Good Fibre with Leather Handle and Bound Corners.  
STANDARD VALUE PRICES  
12 in. 14 in. 16 in.  
\$1.25 \$1.50 \$1.75 each.

**"THE WEEKEND"**  
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WHITEAWAYS STANDARD VALUE  
A simple method of varying the capacity of the case, the advantage of an expanding suit case being well-known. Can be used for every occasion. Fitted with two strong lever locks and constructed of a durable and light compressed fibre, expands in a most simple manner.  
24" 26" \$11.50 \$13.50

WHITEAWAY, LAIDLAW & CO., LTD. "THE STORE FOR VALUE" HONGKONG.

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Variety in food is not so much a matter of changing the food itself as introducing into its preparation just that little touch of genius which marks the real housewife.

# NESTLE'S CREAM

Nestle's Cream adds to fruit and sweets just that improvement in variety and appeal to the palate which is so much appreciated; while it is 100% food value.



## RICE CREAM

INGREDIENTS—2 oz. rice, 1 tablespoonful sugar, 14 pints milk, flavouring, 4 leaves gelatine, 6 oz. tin Nestle's Pure Thick Cream.

METHOD—Boil the rice and milk together until tender, add sugar and flavouring and gelatine dissolved in a little water. Allow to cool, add cream (whipped), then stir occasionally until it shows signs of setting. Turn into a mould and stand until quite firm, then turn out.

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And as with this pen, so it is with men. The market for Excellence is ever active. The world has a standing order for Distinguished Service.

If you're the timber that Success is made of, go try the pen that can speed you on your rise.

A pen with an Over-size barrel made of Non-Breakable Permanite instead of rubber, as formerly. Its point is guaranteed 25 years not—only for mechanical perfection but for wear!

See this distinguished pen at the nearest pen counter. But look for the imprint "Geo. S. Parker," so flattering imitations can't deceive you.

Sole Wholesale Agents:

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**Parker Duofold**

# RIVAL WIVES

By Anne Austin.

Author of "The Black Pigeon."

## CHAPTER XXIII.

As soon as Nan Carroll switched on the lights in the chamber which had been shared by John Curtis Morgan and his wife, she knew why the deserted husband had fled from it to the sanctuary of the small room which had been dedicated to male guests of the famous lawyer.

For this room was of, and for Iris. It had been created solely as a setting for Iris Morgan's exotic beauty.

Iris had daringly chosen a colour scheme of amethyst and vivid blue-green, almost the same blue-green as her remarkable eyes. Both shades of taffeta were combined in the window drapes, with sheer gold gauze between, to filter sunlight into more flattering moonlight. The top of the dressing table, with its triple mirrors, was crowded with scent bottles, jars and boxes, all of clear amethyst crystal. Nan wondered how Iris could have left such treasure behind, but undoubtedly the woman who had abandoned husband and child for another man had depended upon Bert Crawford to give her newer, richer treasure, as well as a newer, more thrilling love than that which she was leaving.

"Do you need any help, Miss Carroll?" Estelle, the maid, started the interloper by calling softly from the doorway.

Nan was grateful. It was not pleasant to be alone with the ghost of a living woman. "Yes, thank you, Estelle. I haven't looked into the closet yet, but if there is much packing to be done I shall need your help—also a wardrobe trunk or two."

"I told Pat O'Brien to bring up trunks from the basement," Estelle admitted. "It will take all the trunks we can find to hold her clothes. Here's Mrs. Morgan's dressing room, and I reckon there's enough clothes here to stock a shop!"

Nan agreed with her silently when she stepped into the large dressing room. Afternoon frocks, evening gowns, street costumes—dresses, dresses and more dresses—crowded the hanger-pole from one end of the room to the other. No wonder John Curtis Morgan had not been able to endure the room he had shared with his wife! Had he stood here lonely and despairing, breathing in the perfume that floated delicately from his wife's garments, remembering her beauty clothed in this frock and that, crushing the exquisite fabrics against his lips?

But Estelle, as if she read Nan's thoughts, dispelled that picture.

"Mr. Morgan hasn't been in here since Friday morning. He slept in the gentlemen's guest room Friday night, and had me move his things in there Saturday morning."

Nan was guiltily glad that Big Pat had not arrived a moment sooner with the three wardrobe trunks. It was strangely comforting to know that Morgan had not spent tragic minutes in this dressing room, recreating images of his wife in these dresses she had not considered worthy to be taken on her wicked adventure.

"In here, Big Pat," she called to the man. "And thank you. I wonder if there's going to be half enough room? There seems to be dozens of pairs of shoes, as well as stacks of hats. Will you begin packing the dresses, please, Estelle? Big Pat has opened the trunks."

As the maid obeyed, Nan went grimly about the luxurious bedroom, collecting every article that had been dedicated to Iris's personal use. In the small teakwood desk she found a mass of correspondence—invitations, announcements from shops, a sheet of unpaid bills of which Morgan would ultimately receive duplicates with an indignant "Please remit," and letters. There was one envelope addressed in Bert Crawford's bold, dashing hand, and this Nan slipped into the pocket of the little brown velvet suit she was wearing. She would burn it, unread, grateful that it was she and not John Curtis Morgan who had found this probably incriminating bit of evidence of his wife's illicit love affair.

It was almost dinner time when Nan and the maid had finished their attempt to banish Iris Morgan's ghost from her husband's home.

"I don't believe I'll dress," Nan reflected with the unaccustomed woe and the strain of suppressed, conflicting emotions.

Then she remembered, with a grin at her own susceptibility to flattery, Curtis's naive compliment the night before: "Oh, I didn't know you were so pretty!" and determined to gratify again his very masculine eye for feminine beauty. There was no reason at all why she should not use a generous handful of the violet bath salts that Iris had so thoughtfully provided for her guests, never dreaming that it

would be her husband's secretary and her own successor as a housekeeper—however "long-distance"—for that same husband, who would eventually use them.

So Nan bathed luxuriously, even giving her bright-brown short hair a vigorous shampoo and rubbing it dry with one of Iris's extravagant bath towels. The only dinner dress she had brought with her—besides the amber chiffon she had worn the night before was a demurely sophisticated little frock of sapphire transparent velvet, with rhinestone buckles where her hips would have been if she had not been built like a schoolboy. Above the rich, deep blue, her brown eyes, wide as an excited child's looked almost black, but her new-washed hair glinted like fine-spun copper.

"I do like my legs," she commented to herself with pardonable satisfaction as she paraded before the full length mirror in her closet door. "If only these super-sheer gun metal stockings didn't cost three whole dollars! And \$15 for black antelope pumps! There ain't no justice—Iris with her 21 pairs of shoes! Ah, well! Poor but honest! That's me!"

She was giving her flushed cheeks a final touch-up when the maid came in. "Don't need any rouge to-night!" another careful dusting of rachet-tinted powder when Curtis hurried breathlessly into the room.

"Hey, Nana! Guess what! My father's come home! And I'm telling him all about school and Big Pat and Little Pat and everything! And he said, 'Where is that incredible girl?' What's incredible about it? You are incredible, Nana! Are you incredible?"

Nan gasped, then suddenly went down on her knees and swept Curtis into her arms, holding him close against her wildly beating heart. "Listen, Curtis! Stop panting! Tell me—was he angry when he called me 'that incredible girl'?"

"Why?" Curtis was plainly amazed. "Is incredible? A curse word, Nana? He didn't say it like I was cursing. He—said it like—he—like—the child groped for descriptive words beyond his vocabulary—"like he could kiss you if you was there right then?"

"Oh!" Nan sprang to her feet, her face flaming. Of course Curtis didn't mean that as she would have liked him to mean it. He was merely trying to tell her that his father had looked tenderly amused and grateful, but . . . "Let's go down, honey. Dinner must be ready, and Maude has something very special tonight. Guess what? . . . No, you'd never! It's—Hidden Treasure! I just hope there'll be one for your father, too."

But Estelle, as if she read Nan's thoughts, dispelled that picture.

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## "FLEETWING."

### A ROMANCE OF THE DESERT.

"Fleetwing," the Fox Films production, adapted from Lambert Hilliard's and Elizabeth Pickott's alluring story of the desert, which may be seen on Sunday and Monday at Queen's Theatre, brings to the screen one of the colourful romances seen here this season.

The love of Jaafar for Thirya, the dancing girl, enmeshes them both in a mad fight against tribal forces that are stronger than themselves, and they succumb to the tribal law.

About to be sold at auction, Thirya pleads with Jaafar to save her. He flees with her to his father's camp. Happy in his love for Thirya, Jaafar is forgetful of the tribal traditions that here too she must be sold to the highest bidder.

The sorrowing father has no way of comforting his son. However, fate holds a card up her sleeve, and the battle-cry of the Wahabis, their hereditary enemies, is heard throughout the hills, which sends them scurrying for cover. Many thrilling incidents occur before the final climax.

Picture backgrounds of desert and oasis add greatly to the charm of this production.

Morgan laughed until his pale, tired face was ruddy with colour. "I called you 'that incredible girl' to Curtis, and he wanted to know what 'incredible' meant," he said to Nan, and again his eyes had that look in them which Curtis had endeavoured to describe. "Curtis, an incredible girl is one who can solve murder mysteries, make a lazy lawyer work like the very devil, bring order out of chaos in someone else's home, and make a nicky little brat like you eat spinach and like it."

"Uh-huh," Curtis agreed, sticking his fork into the golden yolk of Nan's "Hidden Treasure." "I want Nana to stay. So does Little Pat. He says she's a peach-or-in."

(To Be Continued.)

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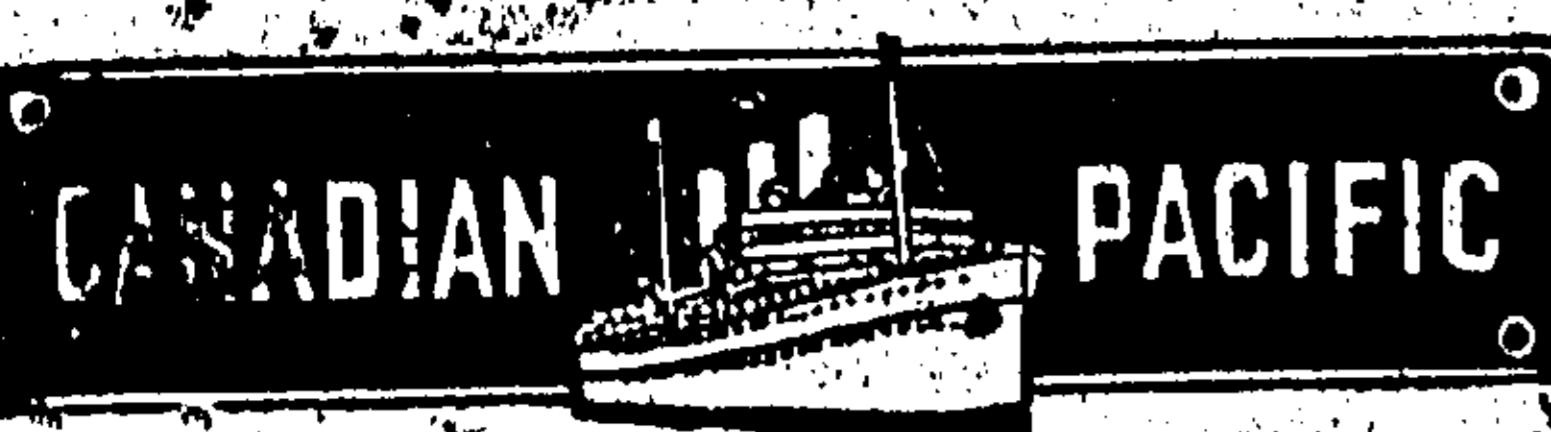
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Empress of Asia	July 10	July 13	July 16	July 18	July 27
Empress of France	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
Empress of Russia	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
Empress of Asia	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
Empress of France	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 13
Empress of Russia	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
Empress of Asia	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
Empress of Canada	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
Empress of Russia	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
Empress of Asia	Dec. 10	Dec. 21	Dec. 24	Dec. 26	Jan. 4
Empress of Canada	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Feb. 1
Empress of Russia	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
Empress of Asia	Feb. 26	Mar. 1	Mar. 4	Mar. 6	Mar. 16

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July 2	July 4	July 5	July 7
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CHENONCEAUX ... 13th Aug.

ATHOS II ... 27th Aug.

D'ARTAGNAN ... 10th Sept.

SPHINX ... 24th Sept.

ANGERS ... 8th Oct.

PONTHOS ... 2nd July.

CHENONCEAUX ... 16th July.

ATHOS II ... 30th July.

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### ALLEGED POSTAL FRAUDS.

### PORTUGUESE CHARGED WITH THIEF OF MAILED

### GOOD TIME IN BATAVIA.

The case against Jose Mariano de Sousa (22), described as a Hongkong-born Portuguese, who is charged with offences under the Post Office Ordinance, No. 7, of 1926, was opened before Mr. E. W. Hamilton at the Central Police Court yesterday afternoon.

Commital of the accused to the Criminal Sessions, opening on July 22, is applied for on two charges. The first charge is that on February 5, this year, being then an officer of the Hongkong General Post Office, and being entrusted with the preparing of a document, namely, a letter bill, the accused did fraudulently prepare the document incorrectly, or alter, or secrete or destroy such documents.

The second charge is that the accused did steal two postal packages, namely, one bag containing 30 registered letters and 2 insured letters, and one bag containing 9 registered letters and one insured letter. The Post-Master General is cited as the complainant on both charges.

Mr. J. T. Prior appeared for the accused.

In opening the case, the Assistant Crown Solicitor (Mr. L. R. Andrews), said that part of Sousa's duties as sorter of mails was to make out letters bills in duplicate, one of which, the original was forwarded with the mails to their destination, and the other, the carbon one, was retained and filed at the Post Office here. That procedure coming in as a general way, the mails were not checked. Sousa was in a room where there were a number of other officials working alongside him.

Acting Chief Detective Inspector A. Reynolds, who was the first witness to be called, said that at 8.45 a.m. on the 12th instant he saw the accused at the Central Police Station. He told Sousa that he was arresting him on two warrants which he read and which were now produced in Court.

On February 6, the ditties discharged by the accused included the closing of mails for Kobe and Nagasaki. Incidentally, he had also to go to the Registration Branch which was situated next-door in the same building, to enquire whether there was any registered mail for Kobe and Nagasaki. The Registration Branch drew up the registered mail and insured mail in little bags, and then put them all in one bag which was then sealed up.

Evidence would be given to show that the accused collected a bag from the Registration Department containing Kobe mail and also another bag containing the Nagasaki mail, and that it was his duty to put these two bags into one general lot of mail going to Kobe and Nagasaki. The evidence would be that he did all this and stole the contents of the bags.

The first indications of an offence having been committed, came to light on February 26, when one of the senders of a registered package containing 10,000 Yen enquired at the Post Office if it did not reach its destination at Kobe. The Post Office sent a reclamation for them to make inquiries at Nagasaki, while the Post-Master General also communicated with the postal people, first at Kobe and then at Nagasaki, asking them to return the original letters bill that had been sent with and accompanied the mails. This registered letters bill was a document in which were

entered particulars of registered and insured mail. It was found that "Table 3" in that document had not been filled in, but looking up "Table 3" in the duplicate retained on file at the Post Office, they found that it had been filled in. Therefore, the two forms did not tally. The record showed that the accused had handled that particular mail.

"On the Spree."

Enquiries were then started as to Sousa's whereabouts. It was found that on February 6 or 7, immediately after leaving the employ of the Post Office, Sousa gave a farewell dinner to a number of friends at the Empress Hotel, and amongst some of them he distributed a sum of fifteen hundred dollars. He had also invited one of his friends to accompany him to Batavia, at his expense. That invitation was accepted and Sousa and his friend left for Batavia on February 9 for Batavia. They had spent there.

Witnesses then put in correspondence exchanged with the Japanese post authorities in connexion with the matter, together with other documents to which he had previously referred. He said that the liabilities incurred by the local Post Office in the matter were to the extent of \$770 in respect of Kobe and \$380 in respect of Nagasaki. He had no personal knowledge of the precise value of the contents of the mail mentioned.

Examined by Mr. J. T. Prior on behalf of the accused, the witness agreed that the reason for giving Sousa notice was that he was inefficient and made a lot of mistakes;

there was no question of dishonesty. All postal officials were more or less in a position of trust.

Mr. Prior: Although there are under notice? It is so rare to give a man notice, that I don't think there is a fixed rule on the subject.

Replying to other questions Mr.

Smith said he would go so far as

to say that such an offence as

the accused was alleged to have committed could be carried out without premeditation. It was not even necessary for him to have an accomplice.

Yen 10,000 Missing.

Mr. L. J. J. Caron, assistant cashier of the Netherlands Trading Society, deposed that on February 6 he handed in at the Post Office a package containing 10,000 Yen and arranged to have it despatched to the Kobe branch by insured mail.

He got a receipt for the package from the Post Office but was unable to produce it because he had sent it to the Head Office.

The witness added that on

February 26, he received a cable

from the Kobe branch intimating

that that particular parcel had not

been received, although two others

which were sent later arrived.

In reply to the Magistrate, Mr.

Caron said that the 10,000 Yen

was sent to Kobe in notes, mostly

of 10-yen denominations.

Mr. T. Hynes, superintendent of

Mails at the Post Office, was the

next witness. He produced the

insured list book in which was

an entry, dated February 5, showing

that two insured letters for Kobe

had been made up in one bag.

One of those was from the Netherlands

Trading Society, but the name of

the addressee was not recorded.

There was only one insured letter

for Nagasaki on that same date.

After giving similar particulars

from the registered list book re-

lating to letters for Kobe and

Nagasaki, Mr. Hynes produced a

document showing that all these

insured and registered letters had

been signed for by the accused as

having been received by him for

inclusion in the ordinary mail bags

for Kobe and Nagasaki, which were

sealed by him.

The case was then adjourned to

Thursday next at noon.

### AMBULANCE BRIGADE.

#### FURTHER DONATIONS ACKNOWLEDGED.

The Hon. Treasurer of the St. John Ambulance Brigade begs to acknowledge the receipt of the following amounts to Brigade Funds:

Part of the net proceeds of a benefit theatrical performance at the Ko Shing Theatre, \$5,000.00.

Part of the gross proceeds of a benefit performance given by the Great Chinese Circus \$31.87.

Mr. Chau Tsun-nin \$50.00.

next put the registered bag in the last ordinary mail bag;

## TO-NIGHT'S CONCERT.

## K.O.S.B. BAND AT THE KOWLOON CRICKET CLUB.

Another attempt will be made to-night to hold the Band Concert at the Kowloon C.C., which had to be postponed owing to rain a week ago. The Concert is being given by the K.O.S.B. Band under Mr. W. Fitz-Earle, Bandmaster, and Mr. Clark Eagar and Mr. McA. Keown will play render items.

The grounds will be specially decorated for the occasion and there will be ample seating accommodation. The programme is as follows:

Part I.	
1.—March "Spirit of Pageantry"	Fletcher.
2.—Overture "William Tell"	Rossini
3.—Song—(a) "Meet Me"	Castling, Collins.
(Down by... den Gate.)	
(b) "Don't be Cruel to a Vegetable."	
Mr. Oscar Enger.	
4.—Selection "Melodious Memories"	Flinck.
5.—Rhapsody "Slavonic"	Friedemann.
Interval of 10 Minutes.	
Part II.	
6.—Selection "Gems of Sullivan"	Arr. Godfrey.
7.—Song—(a) "Friend O' Mine"	Sanderson.
(b) "All Joy Be Thine"	Sanderson.
Mr. R. McA. Keown.	
8.—Musical Comedy "This Year of Grace,"	Coward.
9.—(a) Song Fox Trot, "Sonny Boy"	De Sylva.
(b) The Season's One Step,	Carlton.
"Shinnaniki Da,"	
God Save The King.	
Conductor—Mr. W. H. Fitz-Earle, A.R.C.M., Bandmaster.	

## WEST RIVER PIRACY.

## MERCHANTS FROM THE UNITED STATES KIDNAPPED.

West River pirates are again busy. A Chinese passenger and cargo towboat was pirated on Wednesday while on the voyage from Heng Shui district to Canton.

The Woo Fat towboat, with about two hundred passengers left Heng Shui in the morning of Wednesday and arrived in Kwai-chow district on the West River about 11.20 that evening when a band of pirates, about 50 strong, opened fire from the banks.

A number of bullets hit the steam launch, and sailors on the launch lost no time in cutting the tow rope. The launch steamed for Yeung Kee for assistance, leaving the towboat behind with all the passengers at the mercy of the pirates.

The desperadoes, armed with rifles and holding torches, approached the boat in five small craft, and the vessel was ransacked, though it is understood that no violence was employed. None of the passengers appeared to be able to put up any resistance.

Among the victims eight men are said to be newly-returned Chinese merchants, who made fortunes in the United States of America, and from them the robbers collected about \$20,000 in

The total loss is estimated to be \$50,000 to \$60,000. The steam launch arrived shortly after dawn with two other vessels, and troops from Yeung Kee, long after the pirates had gone.

Hongkong bank notes.

After about two hours, a big junk with more pirates sailed alongside and removed all the cargo, also taking fifty passengers, including many women and the eight merchants from the graveside ceremony.

The wreaths included those from the bereaved husband and children and over two hundred from friends.

The husband, Mr. Augustin Leong Hingkee and his children were the chief mourners, while others present included Messrs. Peter Leong Hingkee, Leong Kam-kwong, M. K. Lo, Ho Iu, S. M. Churn, J. F. Grose, C. G. Anderson, Ford, W. Hall, A. H. Roberts and many others including a large number of ladies.

The band of the King's Own Scottish Borderers will be drawn up between the Detention and Murray Barracks and will play all units into the Cathedral. The units taking part in the service will be drawn up on Murray Parade Ground and will then march off in succession.

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Shinyo Maru ..... Wednesday, 10th July.

Siberia Maru ..... Wednesday, 24th July.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Yokohama Maru ..... Monday, 1st July.

Mishima Maru ..... Monday, 29th July.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

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Kashima Maru ..... Saturday, 29th June.

Hakone Maru ..... Saturday, 13th July.

SYDNEY & MELBOURNE via Manila & Ports

Aki Maru ..... Wednesday, 24th July.

BOMBAY via Singapore, Panang & Colombo.

Awa Maru ..... Thursday, 11th July.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.

Anjo Maru ..... Tuesday, 9th July.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.

Kamakura Maru ..... Tuesday, 9th July.

NEW YORK, BOSTON, HAVANA via Panama.

Tatsumi Maru (Omits Havana) ..... Thursday, 4th July.

LIVERPOOL via Port Said, Constantinople, Genoa & Marsailles.

Durban Maru ..... Saturday, 20th July.

CALCUTTA via Singapore, Penang & Rangoon.

Yamagata Maru ..... Saturday, 29th June.

Gögo Maru ..... Monday, 8th July.

SHANGHAI, KOBE & YOKOHAMA

Tama Maru (Kobe Direct) ..... Monday, 1st July.

Nagano Maru (Moji Direct) ..... Tuesday, 2nd July.

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## LOCAL RADIO.

## PROGRAMMES FOR THE WEEK-END.

Broadcast by Z.B.W. on 350 metres. 1.48 p.m. Weather report. 5.30-6.30 p.m. Programme of Chinese Music. (Records supplied through the courtesy of Messrs. The Pleasant Co.).

7.45 p.m. Evening Weather Report. 8 p.m. Evening Programme, (Parlophone Records supplied through the courtesy of Messrs. Canton Trading Association).

"Liebesleben—Love's Festival," "Traume," (Wagner), Parlophone Stretch-Orchestra. Dance Music.

8.15 p.m. "After You've Gone," "I Ain't Got Nobody," Sophie Tucker. Dance Music.

9.15 p.m. "The Merry Widow, Waltz," "Count of Luxemburg, Waltz," Edith Lorand Orchestra. Dance Music.

9.45 p.m. "Oh! You've No Idea," "Cause I Feel Low-Down," Sophie Tucker. Dance Music.

10.20 p.m. "Minuet," Edith Lorand Orchestra. Close down.

To-morrow's Programme. 1.48 p.m. Weather report. 5.55 p.m. Evening Service relayed from St. Joseph's Church, Garden Road.

Oriah Solo, Rev. Fr. A. Riganti, Sermon, "Man and his destiny" Rev. Father G. Byrne, S. J. Benediction, O. Salutaris, Tantum Ergo, Adoremus, St. Joseph's Church Choir.

7.48 p.m. Evening Weather Report. 9 p.m. Evening Programme, (Victor and H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co.).

"Petite Suite De Concert," (S. Colledge-Taylor), De Groot and the Pleiadilly Orch.

"When the Sergeant-Major's on Parade," "The Boys of the Old Brigade," Bas-Baritone, Peter Dawson, "Marlins," Moments, The Band of H.M. Coldstream Guards, "Prayer of Thanksgiving," "Swing Low Sweet Chariot," Associated Glee Club of America, "The Emerald Isle," Selection, The Band of H.M. Coldstream Guards, "Sylvia," "Autumn Song," Associated Glee Clubs of America, "Fourragere," Meredith-Kay and His Orchestra, "Prophecies," "I'm Blast," Humorous, Norman Long, "Tales from the Vienna Woods—Waltz," International Concert Orchestra, "Messiah—Hallelujah Chorus," "Gloria from 'Twelfth Mass,'" Trinity Choir.

10.30 p.m. Close down.

## A BAD RECORD.

## OLD OFFENDER DRIVES WITHOUT A LICENCE.

A Chinese, whose driver's licence had been suspended by the Police, was charged before Mr. E. W. Hamilton yesterday with driving public car No. 26 without a licence, and with recklessness driving.

Traffic Sergeant Kelly said that at 7 p.m. on Thursday he was on motor cycle patrol in Praya East when he saw the car travelling east. He recognised the driver as a man whose licence had been suspended. Accordingly, he got off his cycle and ordered defendant to stop.

Defendant did so right on the tram lines and then jumped out of the car and ran into a side street. Witness followed but lost sight of the man. He returned and took the car off the tram track, where it was in danger of being run into, by a tramcar. Defendant was arrested yesterday.

The Magistrate inquired where the charge of reckless driving came in.

The Sergeant said that defendant had stopped the car on the tram lines instead of pulling to the left of the road.

## A Fine Point.

Mr. Hamilton: But you pulled him up. That is a fine point, and I don't think it would be fair to make a conviction in the circumstance.

Accused said that he was surprised by the master of car No. 26 to drive it for him only once, assuring him that he would not be found out. When the Sergeant stopped him, he ran off not with the intention of avoiding arrest but to fetch the owner of the car. When they returned later the Sergeant had already gone.

The Magistrate convicted on the first charge only.

He remarked to accused: It comes to this, that you have a thoroughly bad record, so bad that the Police withdrew your licence. If you people think you can get your licence suspended and then go on driving you are very much mistaken. Fined \$100 or two months.

## LATE MRS. LOUISE LEONG.

## LARGE ATTENDANCE AT FUNERAL.

## BIRTHDAY HONOURS.

## FURTHER RECIPIENTS RESIDENT IN CHINA.

There was a large attendance at the funeral of the late Mrs. Louise Mabel Leong which took place at the Catholic Cemetery yesterday evening. The Rt. Rev. Bishop Valtorta, assisted by a number of other clergy and a surprised choir, conducted the graveside ceremony.

The total loss is estimated to be \$50,000 to \$60,000. The steam launch arrived shortly after dawn with two other vessels, and troops from Yeung Kee, long after the pirates had gone.

The wreaths included those from the bereaved husband and children and over two hundred from friends.

The band of the King's Own Scottish Borderers will be drawn up between the Detention and Murray Barracks and will play all units into the Cathedral.

The units taking part in the service will be drawn up on Murray Parade Ground and will then march off in succession.

The Thanksgiving Service at the Cathedral on July 7, commencing at 9.15 a.m. and terminating at 10 a.m.

Nearly 500 troops will take part in the service. There will be 175 men from the 1st Battalion Somerset Light Infantry and a similar number from the 2nd Battalion, King's Own Scottish Borderers. Other units to be represented will be the Royal Artillery, Royal Engineers, Royal Signals, Royal Army Service Corps, Royal Army Medical Corps, Royal Army Ordnance Corps and the Royal Army Pay Corps.

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Bar and three Billiard Tables; two in New Billiard Saloon.  
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**GERMANY AND THE YOUNG PLAN.****IMMEDIATE RHINELAND FREEDOM DEMANDED.****DR. SCHACHT'S SPEECH.**

Munich, June 28.

Dr. Schacht, who was the principal German delegate at the Paris conference of experts on reparations, made a lengthy statement to-day dealing with the results of that gathering.

He expressed the opinion that the Report of the Experts was "not pleasant for Germany" but at the same time, he pointed out that the German Experts considered that the Owen Young Plan was an improvement on the Dawes Scheme.

"Mr. Owen Young saved the situation" said Dr. Schacht, whose speech was punctuated by cheers, especially when he expressed the belief that the Reichstag would not adopt the Young Plan unless there were immediate evacuation of the Rhineland.

Dr. Schacht said that there must also be a satisfactory solution of the Saar problem. German sovereignty over German territory must be restored before they could accept the new reparations commitments.—Reuters.

**A NEW FORM OF SEDITION.****ALLEGED DISCRIMINATION IN WATER SUPPLIES.**

What was described by the police as a new departure from the usual form of seditious literature was found, it is alleged, in the possession of a Chinese in the course of a raid by C.I.D. officers on a house in Shing Wo Road, yesterday.

Detective Sergeant Whant, in charge of the man with the possession of seditious literature, at the Central Police Court this morning, informed the Magistrate (Mr. E. W. Hamilton) that the papers had to do with the present water shortage.

A translation of the documents, which was put in as evidence, showed that, in a most seditious way, discrimination in the matter of water supplies was being alleged against the authorities.

The accused, who appeared to be of the coolie class, was formally remanded for a week.

**NEW STEAM TUG FOR K.M.A.****RECENTLY COMPLETED AT THE KOWLOON DOCKS.**

The trials have just been carried out of the steam tug Fu Ping, which the Hongkong and Whampoa Dock Co., Ltd., has completed to the order of the Kalian Mining Administration, Tientsin.

The Fu Ping has been built for service in Chinwangtien. Her dimensions are:—Length B. P., 110 ft.; breadth mld., 25 ft.; depth mld., 11 ft.

She is a sea-going tug built to Lloyd's 100 A1 requirements for towing services and is specially strengthened for navigation in ice. She is fitted with a triple expansion surface condensing engine developing 730 I.H.P. and attained a mean speed of 11.05 knots on trial.

**FAST FLIGHT IN AMERICA.****NEW YORK TO LOS ANGELES.**

Los Angeles, June 28. Captain Frank Hawkes flew here from New York in 19 hours 12 minutes, which is over five hours faster than the previous record.

Captain Hawkes' corrected time is 19 hours 10 minutes, 28 seconds. He started on the return journey after a brief delay for repairs.—Reuters' American Service.

Mrs. C. R. Brown, Mr. P. O. Anderson and Mr. P. H. Barton arrived in the Colony yesterday on the Kashima Maru.

The film "Round the world with Gostetner" could not be shown in the Blue Room of Messrs. Lane Crawford's restaurant yesterday owing to a Police objection regarding the premises.

It is advertised that on Monday, July 1, all depots of Messrs. A. S. Watson & Co., Ltd., will be closed at 1 p.m. The Hongkong Dispensary will be opened for the purpose of dispensing prescriptions from 6 p.m. to 7.30 p.m.

**FRANCO-AMERICAN WAR DEBTS.****FRENCH REALISE FUTILITY OF SEEKING RELIEF.****IN A CLEFT STICK.**

Paris, June 28.

M. Poincaré has transmitted to the Foreign Minister, M. Briand, the motion adopted by the Chamber yesterday, namely, an instruction to the Government to seek a postponement of the payment to the United States on account of war stocks in order to give the Chamber time thoroughly to examine the London and Washington debt agreements.

The Government, however, is without the slightest illusion as to its chance of success, and recognises that the French Parliament will still have to ratify the Mellon-Berenger Agreement before August 1st in order to avoid paying over to France war stocks which France took over from America at the conclusion of hostilities.

The position has been made quite clear by Mr. Mellon, who yesterday issued a statement that France must pay \$400,000,000 to the United States on August 1st, or ratify the agreement.

If the agreement is ratified the war stocks debt will be absorbed in the agreement and immediate payment will no longer be necessary.—Reuters.

**JAPAN'S PEACE PACT CONTROVERSY.****STATEMENT BY BARON TANAKA.**

Tokyo, June 28.

Stating the belief that the "Pact will prove the cornerstone to world peace" and offering "sincere respects to M. Briand and Mr. F. B. Kellogg for the worthy efforts that have been crowned with success, destined to mark an epoch in the annals of world peace movements," Baron Tanaka, the Premier, in the capacity of Foreign Minister, has issued a statement announcing that the Emperor ratified the Kellogg Pact yesterday, afterwards reviewing the circumstances under which Japan supported the Pact, and how they interpreted the much-discussed phrase, "in the names of their respective peoples" so as to ensure that there should be no conflict with the terms of the national constitution.

Accompanying the statement is a copy of memoranda exchanged between Japan and America on July 16th, 1928, regarding the interpretation of the phrase.—Reuters.

After attending a luncheon given by the America-Japan Society, he attended a tennis match in which the former Davis Cup players, Kumagae and Fukuda participated, while the spectators included Prince and Princess Chichibu, Sir John Tilley, Mr. Neville, the American Charge D'Affairs.

It is understood that his visit to Tokyo has no political significance. He leaves Kobe for Manila on the President Taft.—Reuters.

**SHANGHAI VIEWS FOR WASHINGTON.****MR. FESSENDEN TO INTERVIEW COL. STIMSON?**

Shanghai, June 28.

Mr. Stirling Fessenden, the Director-General of the Shanghai Municipal Council, is sailing for the United States on the Empress

**DON'T WASTE IT.**

"We never know the worth of water till the well is dry."

of Russia, intending a protracted visit to Washington after visiting his home in the State of Maine.

While official statements are lacking and Mr. Fessenden is silent, it is generally accepted that while in Washington, Mr. Fessenden will take up with the State Department the extraterritoriality of the Provisional Court and various outstanding issues.

Mr. Fessenden will present the point of view of the foreign residents of Shanghai.

Until he entered the service of the Shanghai Municipal Council, Mr. Stirling Fessenden had long been the Dean of the American legal fraternity in China.—Our Own Correspondent.

**WARSHIP IN PORT.**

The following is the disposition of warships now in port:

Basin—H.M.S. Tamar and Submarines L15 and L19.

North Arm—H.M.S. Bridgewater.

In Dock—H.M.S. Thracian and H.M.S. Sepoy.

No. 8 Buoy—H.M.S. Castor.

Foreign—French gunboats Alerta and Argus.

**BATON CHARGE ON STUDENTS.****GERMAN "DAY OF NATIONAL MOURNING."****MANY DISTURBANCES.**

Berlin, June 28.

The day of national mourning, called by the German Government to-day, the tenth anniversary of the signature of the Versailles Treaty, was marked by a number of demonstrations, one in the Reichstag by "patriotic" organisations, and another in the Grunewald Stadium by the Nationalists and the Protestant Churches.

In the Grunewald Stadium the demonstrators carried Church flags trimmed with crepe. Mourning services were held in all the churches, while some of the buildings flew the old Imperial flag at half-mast.

The newspapers this morning published long articles on the Versailles Treaty.

Students came into collision with the police on a number of occasions, owing to the prohibition by the authorities of meetings of protest in connexion with the Versailles Treaty anniversary.

Students first assembled in front of the University, being dispersed by the police, and later they gathered outside the Ministry of Education. Eventually the police were obliged to charge them with batons in order to drive them off.

There were disturbances outside the residence of President Hindenburg and a number of arrests were made.—Reuters.

**THE ROMANCE OF A HEART THIEF!****D.W.GRIFFITH'S "Lady of Pavements"**

**WILLIAM BOYD**  
**JETTA GOUDAL**  
**LUPE VELEZ**

GEORGE  
FAWCETT  
and  
ALBERT  
COVETI



SPECIAL VOCAL EFFECTS  
BY

**MISS DORIS WOODS**

AT THE QUEEN'S FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

Chasing "The Missing Link" In Africa!

A FAMOUS screen comedian in a rollicking farce full of laughs and thrills in the jungle!



RIOT OF HILARITY  
with all the thrills of an African hunt!

Screen Queen  
SWEET CHAPLIN

"The Missing Link"

A WARNER BROS. PRODUCTION

Directed by CHARLES F.

Reiner, who produced

"Charlie's Aunt" and "The

Man on the Box."

THE COMEDY of a timid post who finds himself compelled to pose as a big game hunter in search of the ferocious "Missing Link" with results both absurdly funny and extremely exciting.

He received multiple injuries, and was unconscious when found by Sergeant Walsh two hours later. He was removed to the Government Civil Hospital.

**PROBABLY SOME RAIN.**

The Royal Observatory reports that the anticyclone remains to the east of Japan. The northern depression is moving into South Manchuria. The southern depression or typhoon is situated about 100 miles south of Naha, moving N.W. The forecast till noon to-morrow is:—South-west winds, fresh; cloudy; probably some rain.

Later

He was returning to town

pedalling an ordinary push-bike,

when, on the incline at Deep Water Bay, he lost control of his machine,

and fell down a steep embankment.

He received multiple injuries,

and was unconscious when found

by Sergeant Walsh two hours later.

He was removed to the Govern-

ment Civil Hospital.

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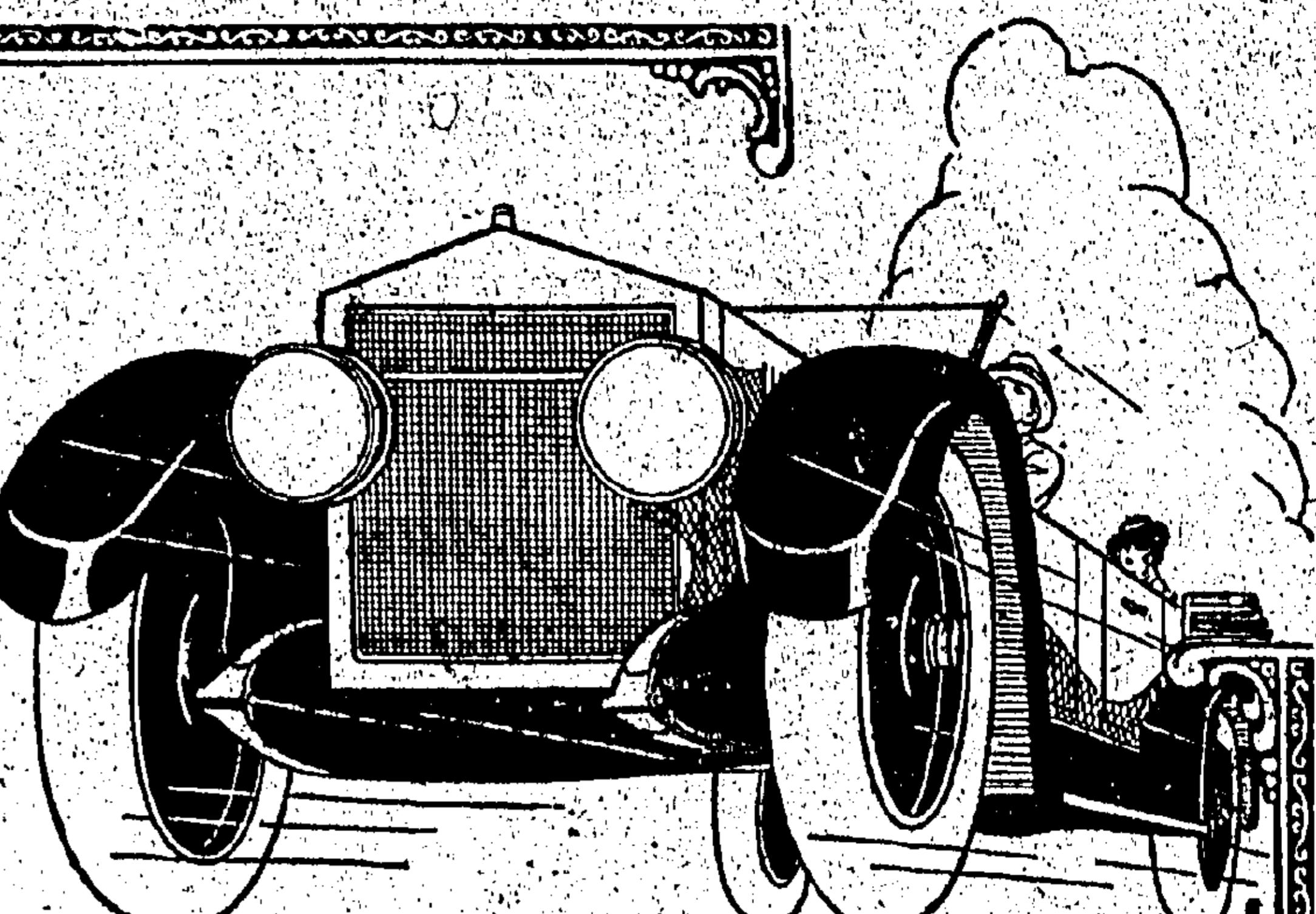
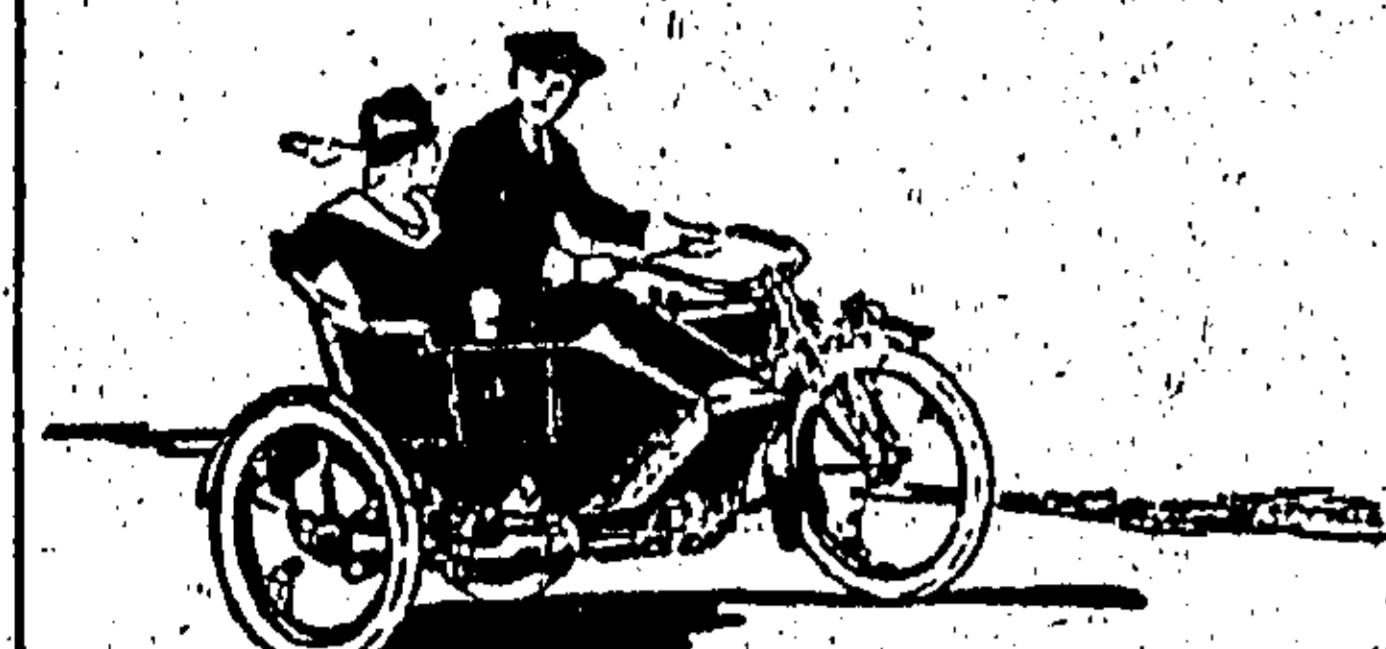
He was removed to the

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY, 29th JUNE, 1929.

*Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.*



## Spare Parts

OF EVERY  
DESCRIPTION  
INCLUDING—

Valves  
Pistons  
Piston Pins  
Piston Rings  
Ring Pins  
Fly-Wheel Ring Gears  
Fan Belts  
Radiator Hose  
Roller Bearings  
Clutch Facings  
Timing Chains  
Cylinder Head Gaskets  
Axle Shafts  
Brake Lining  
Battery Terminals  
Batteries  
Horns  
Jacks  
Etc., Etc.

NO MATTER WHAT  
YOU NEED FOR YOUR  
CAR, TRY US.

MAIN SERVICE STATION  
10 Cross Lane, Wan Chai  
Tel. C. 3102.

KOWLOON STATION  
Cameron Road.  
Tel. K. 1624.

LANE,  
CRAWFORD,  
LTD.

## ACCESSORIES

A big display of "Oxidite" and "Lucas" storage batteries suitable for all motor cars and radio. Also accessories of all kinds for motorcars and cycles such as,

Electric horns. Hand jacks  
Bumpers. Foot pumps  
Spark plugs. Wrenches  
Tyre patches. Lamp bulbs  
Brakelining. Body polish  
&c., &c., &c., &c.

All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building. Tel. C. 577.

## PRATT & LAMBERT EFFECTO AUTO FINISHES



ALL COLOURS KEPT IN STOCK  
AS WELL AS THE NEW  
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara  
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,  
Bole Agents.



## CURRENT COMMENT

### Emergency Services.

It is safe to say that there are very few cities in the world where motor ambulances are not given the right of the road over every other form of traffic, excepting, of course, fire-fighting appliances. And yet, here in Hongkong, it is a common sight to see an ambulance at a standstill while passengers are either boarding or alighting from tram-cars! It makes no difference whether the ambulance is attending a call, or returning to the station from one, because it may happen that a serious accident calls for first-aid and transportation of the injured at a moment when all vehicles are away from the station, and it is therefore absolutely essential that no time be lost in returning to the effective base. We have referred to this matter before, but no steps appear to have been taken. In the interest of the efficiency of the service, it must be clearly indicated that ambulances shall not be impeded whilst away from their respective depots, and furthermore, the traffic police should receive the most definite instructions to stop all traffic in order to give right of way to both the first-aid and fire-fighting services.

### Rickshaws.

An item of news from Rangoon makes it clear that the Authorities of Burma's Capital have decided to abolish rickshaws from the streets. Although a few years' grace will be given, it has been definitely stated that with the great increase in motor traffic, especially bus services, there is no longer any excuse to retain what is a most out-of-date method of passenger transportation. The same decision will doubtless be made in Hongkong one of these days, although some people will regret the removal of the somewhat picturesque ricksha and its puller. Sentiment must not stand in the way of progress, and it must be freely admitted, especially by motorists, that the ricksha is a distinct source of danger.

### A Gradual Process.

We believe that the Traffic Department has been dealing with the ricksha problem for some time, and that the number is being gradually reduced. This is without doubt the most sympathetic manner of modernising our streets, especially if the first to lose their licences are coolies guilty of

### Round the World.

Miss Gladys de Havilland, who is making a world tour with an Austin Seven, recently received a right royal welcome at New Zealand. The townsfolk turned out in great numbers to inspect the redoubtable little Seven that was engaged in such an ambitious undertaking.

### NOBODY HURT IN THE RUSH.



The above picture shows a tense moment in a recent motor cycle race in England when S. Lewis (left) and G. Topp took a corner at full speed on their A.J.S. combination.

## SIX WHEELERS.

### Big Success Predicted.

### THORNYCROFT TYPES.

In concentrating on the manufacture of the smaller type of rigid six-wheeled chassis and supplying a considerable number of these for overseas service, Messrs. John I. Thornycroft & Co. Limited, have secured much valuable experience and data which has guided them in the manufacture of the larger types of six-wheeled chassis, upon which they are now busily engaged.

The first development after their famous type "A.3" chassis was the Thornycroft type "X.B." rigid six-wheeled freight chassis for larger loads of 8½ tons.

These also have given excellent service, particularly in South Africa, and meanwhile the Basingstoke Works have been focussing on the production of a rigid six-wheeled chassis specially designed for passenger service.

The first of this new model, known as type "F.C." was supplied to the order of the Liverpool Corporation Tramways, who have since given it a very thorough trial, extending over three months, during which time over 7,000 miles have been recorded over their omnibus routes. The vehicle was handled by different drivers, and worked to schedule over all routes both fast and slow. So satisfactory was the trial proved that the Liverpool Corporation have now placed a repeat order for 9 similar chassis.

The essential difference in the Thornycroft sixwheeler is in their patented rear axle suspension which allows full movement of both rear driving axles without any distortion of the springs.

We predict as big a success for the larger types of Thornycroft passenger six-wheeler as the Company's smaller types have now scored wherever they have been put into service.

## ANTI-KNOCK GASES.

### Help Test to Find Carbon.

It is easier to find out if the engine is filled with carbon than to test for spark timing accuracy, and for that reason the anti-knock gases are quite useful as spark testers.

If a knock disappears when anti-knock gas is used either the engine is filled with carbon or the spark is timed too far advanced for ordinary gas. To be sure which is which, the owner should remove the spark plug and, through the openings, feel the valve heads and piston tops for evidences of an accumulation of carbon. If the engine seems to be reasonably clean the knocking was due to the spark.

An engine that is timed so far advanced as to knock with ordinary gas, especially when the cylinders are reasonably clean, is in danger of excess wear on the piston pins and connecting rod bearings. There is a tendency toward this damage even if anti-knock gas silences the noise.

The Carburetor.

The carburetor will collect water in spite of a filter. This is conducive to hard starting and can be readily cured by cleaning the carburetor occasionally.

### HINTS FOR HILLS.

### When to Shift Gear.

In the interest of safety, the Automobile Club of California has issued the following advice to motorists travelling in hilly country:

"Shift gears at bottom of hill before starting up; use second or first going downhill and let compression hold you back; in parking the car upgrade engage low gear and on downgrade reverse gear; don't coast down hill in neutral; never pass cars on turns and when rounding turns sound your horn."

## MARINE MOTORING.

### Local Facilities.

Very little interest has yet been taken locally in outboard motor boating, but there is no doubt that this form of sport, which is everywhere increasing in popularity, will, sooner or later find its adherents in Hongkong.

Great improvements in design and construction are taking place almost daily, and every British motorcycle manufacturer is now producing Outboard Motors. The sport has undoubtedly come to stay and cannot be regarded as a passing craze. Only those who have realized the thrill of speed on the water can appreciate the enthusiasm which outboard motorists display.

Hongkong is not an ideal place for the sport of racing. Unfortunately the harbour is seldom calm enough for speeds much in excess of 10 or 15 miles per hour. The ordinary type of racing hull which is extremely light construction and practically skims the surface of the water at speeds will not face a head wind and sea without thoroughly wetting its occupants, but in the quiet secluded bays surrounding the island or mainland where calm water is generally to be found there should be plenty of opportunities for speeding.

But quite apart from the excitement of racing, Outboard Motors may be used for utility purposes. Attached to the sailing dinghy or yacht they inspire that happy "get you home" feeling when the breeze fails, or give the opportunity of leaving the crowded bathing beach to find cooler water further away that you may be able to swim.

Outboard Motor boating is an inexpensive form of sport. The initial outlay does not exceed that of a medium priced motorcycle, and upkeep expenses are practically negligible. The cost of an

## Enjoy the Summer ON A

### HARLEY DAVIDSON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

ONLY A FEW LEFT!

## THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242

2, Kwong Wah Road, Kowloon.

Opposite The Steam Laundry

A GOOD ASSORTMENT OF SPARE PARTS AND  
ACCESORIES IN STOCK.

## Choose

### B. S. A.

FOR

POWER

SPEED

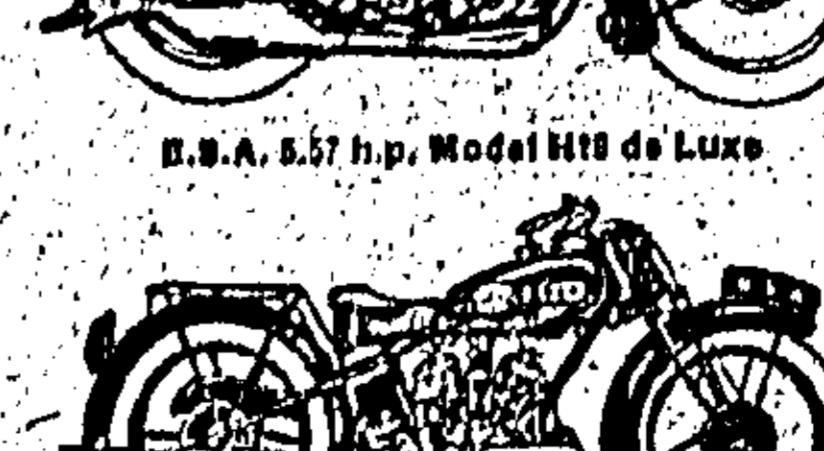
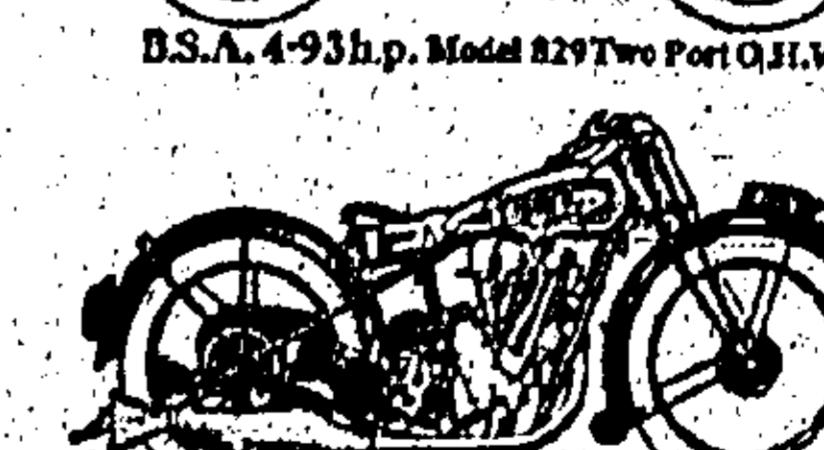
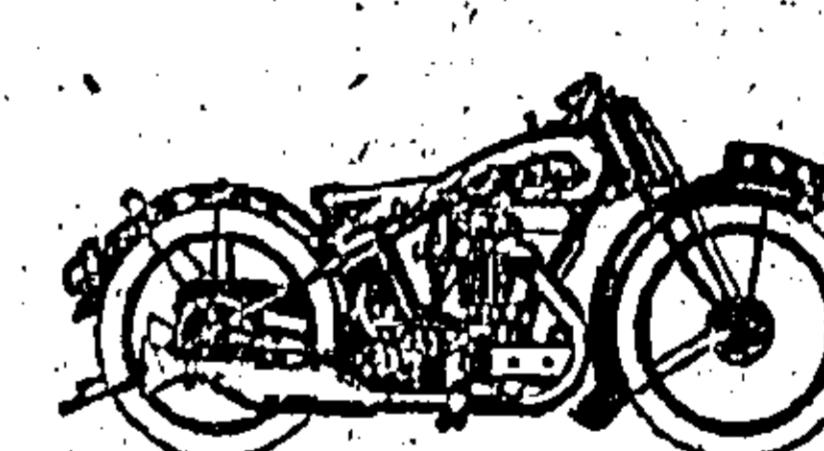
SAFETY

SILENCE

ECONOMY

RELIABIL-

ITY



Buy At Less

While Our

"Sale" Is

Going On.

**SINCERE'S**  
SOLE AGENTS

Get behind the wheel  
and Get the facts!

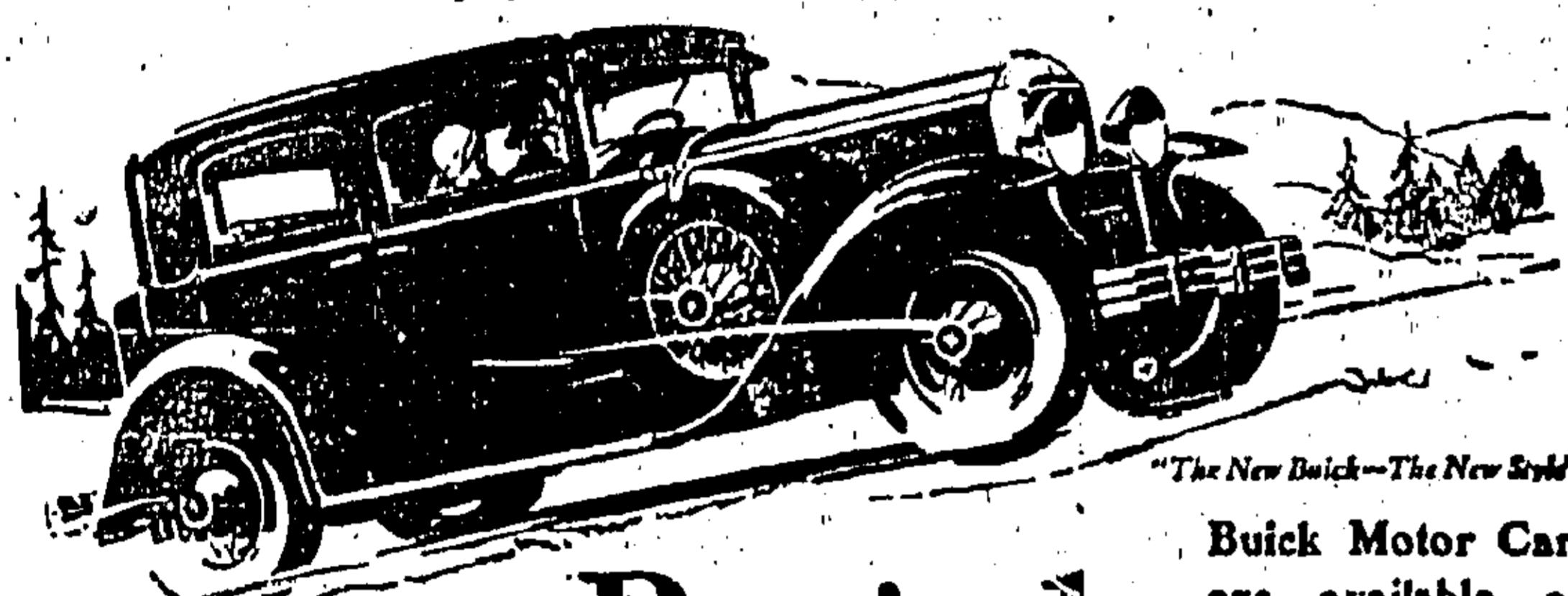
**Buy your car on  
a business basis--  
check power, getaway, swift-  
ness, hill-climbing--in actual  
tests--that's all that's needed  
to prove Buick  
*Superiority!***

A kind and degree of performance so new--so indescribably superior--induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits.

Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance.

Get behind the wheel and get the facts... then you'll get a Buick!

Buick Motor Company, Flint, Michigan, Division of General Motors Corporation



"The New Buick--The New Style"

**Buick**

WITH MASTERSPIECE BODIES BY FISHER

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

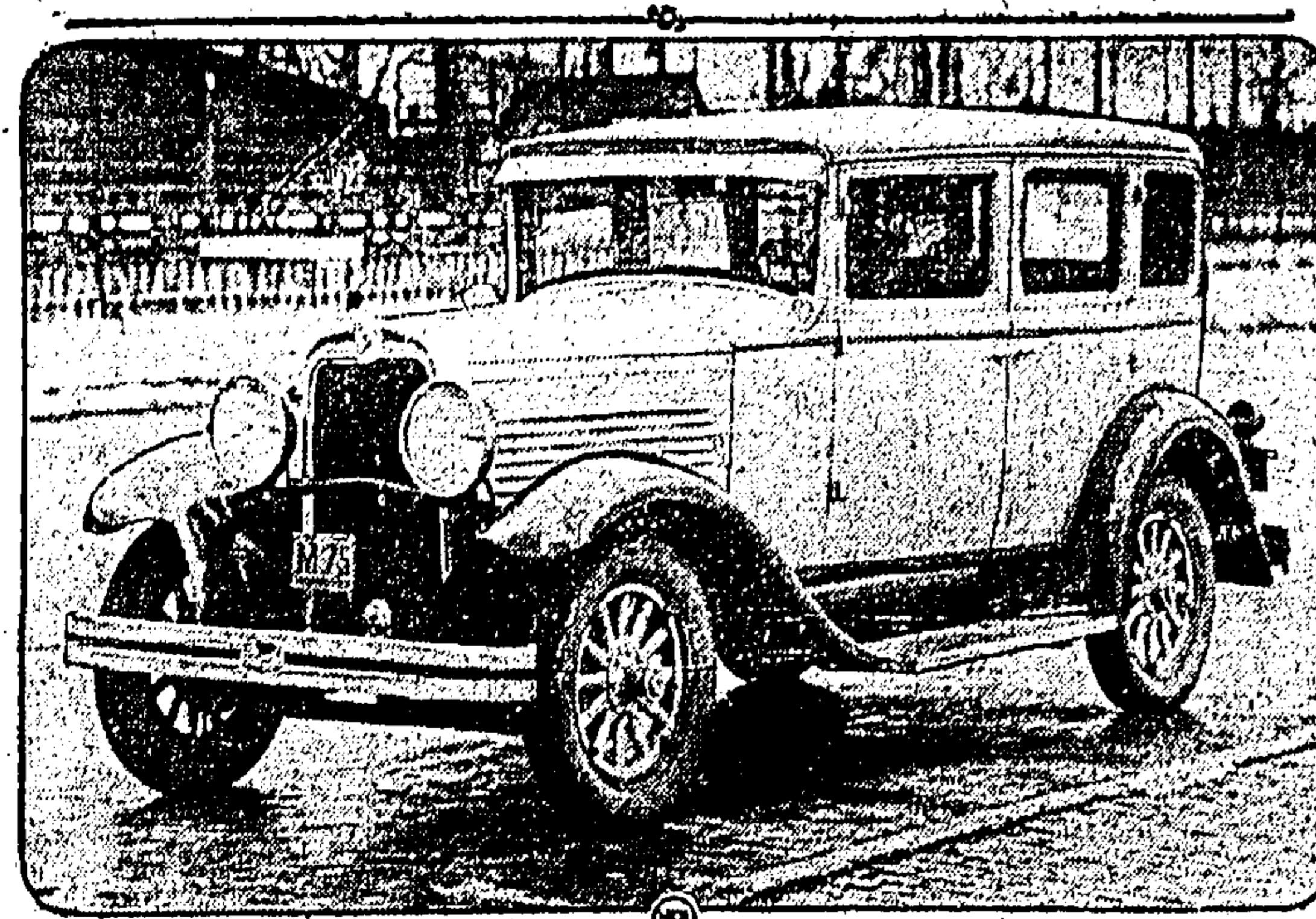
WHEN BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.

## MOTOR ENDURANCE RECORD

The following cable was received by us on Monday last:

"ABSOLUTELY STANDARD ROOSEVELT TO-DAY BREAKS ALL AVIATION AUTOMOBILE NON-STOP ENDURANCE RECORDS, HAVING RUN TWO HUNDRED FORTY EIGHT HOURS CONTINUOUSLY, REFUELING REOILING WHILE MOVING. TEST UNDER AMERICAN AUTOMOBILE ASSOCIATION SUPERVISION."

## THIS IS THE WONDER CAR!



See Special Article on Page 4

## COMING SOON

*the*  
**Roosevelt**  
MARION-BUILT

SOLE DISTRIBUTORS  
FOR HONGKONG  
AND SOUTH CHINA.

S. L. KWOK  
& Co.

Bank of Canton  
Building.

### CAR SAFETY.

Stressed by Auto Engineers.

### THE PACKARD "8."

The motor car, no longer in the experimental stage, has become an economic necessity in the national life wherever highways are found. Recent statistics show that more people are carried by automobiles than by trains. With this remarkable fact in mind automotive engineers should give their first attention to safety. Just as the modern ocean liner is infinitely safer than the old schooner, the modern motor car should far surpass its predecessors in safety, and the manufacturer of automobiles should equip his car with every practical device to insure the safety and comfort of its owners.

Safety is more important than mileage, than speed, than comfort. But with each advance in safety these other qualities are improved. A notable example of the great progress made in safety and comfort is the Packard Straight Eight where proper braking surface with the correct tension of brake rods and all adjustable parts means a quick stop without jar. The balancing of the car, the suspension and location of parts, and the distribution of weight coupled with the proper placing of the centre of gravity, have much to do with reducing accidents to the minimum. If the centre of gravity is placed too high there is danger on the sharp curves. When the weight is not properly dispersed overbalancing takes place and skidding, the dread of every careful motorist, results.

#### Balloon Tyres Aid.

Balloon tyres were a marked step forward in reducing road shocks by absorbing the minor bumps. Still the greater problem of heavy shocks on rough roads remained much the same and a sharp blow on the steering mechanism meant a menace not only to comfort but to safety, and frequently to the life of the motorist. Packard has fully met and solved his problem with built-in shock absorbers and a new type of spring shackle. The sudden steering thrust is damped and the lateral motion taken up by these elastic spring shackles which are mounted on the frame and linked to an upper bracket. No other device has so surely smoothed the steering of automobiles.

The shock absorbers are built into the frame and are hydraulic and double-acting. They are operated by oil of fixed viscosity and eliminate both the upward and rebound shocks, reducing the deflection of the spring and the consequent strain, to a minimum.

A more even grip on the road is assured with these two comfort and safety devices, of strictly Packard design. Not only is smoother going possible, but far greater safety is attained at all speeds through highly increased ability to keep to the road.

As in the Packard, the clutch should take hold easily without the sudden jump so dangerous on crowded streets. Its action should be light, the system of leverage permitting its operation by a gentle pressure of the foot and engaging with tremendous pressure when pulling.

#### Parts Should Fit.

All parts should have a snugness and tightness of fit down to the thousandth part of an inch, insuring smooth operation and eliminating vibration and noise. Many an accident has been caused by some noise due to worn or misfit parts taking the driver's attention from the road.

An engine whose quiet, even, running responds instantly to the slightest wish of the driver means a quick pick-up and get-away, when needed. Often a short burst of speed will save a broken wheel or a flattened fender.

Reliability brings confidence. With confidence comes a sense of not only personal safety, but security for others. Confidence means a release from anxiety and the tension of nervous strain. It means more quiet and care-free operation and an ease of mind that is one of the greatest joys of motoring.

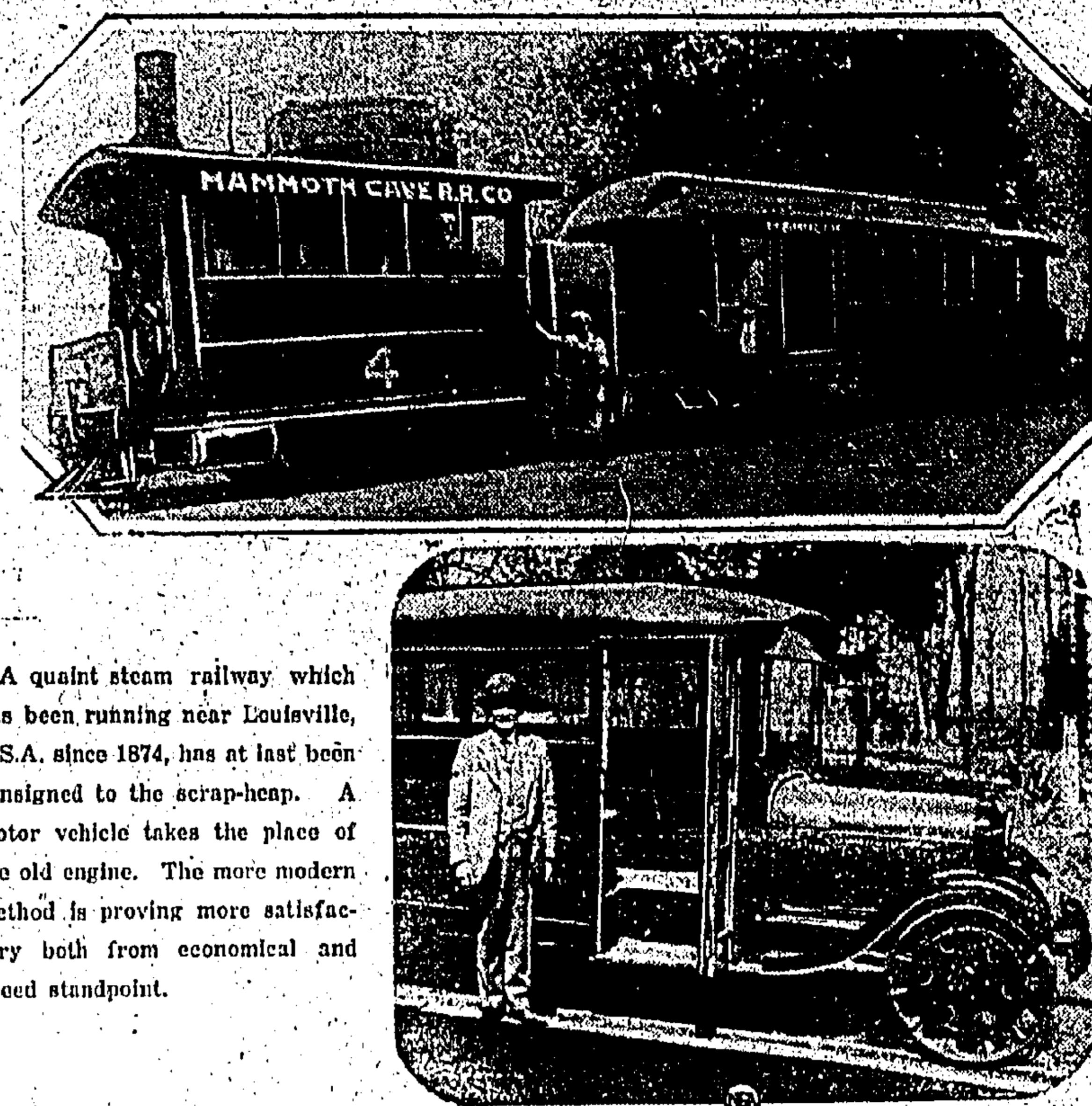
All of these things make for safety, but in addition to this they preserve correct alignment and snug adjustment which means years of extra service. They mean more tyro mileage. They mean fuel economy. They mean smaller repair bills. They mean dependability. They mean greater used car value.

And based on the years of Packard's experience, these qualities when linked with beauty of design, graceful lines, simplicity of construction, mean longer lasting newness.

### LONDON ACCIDENTS.

Of the accidents recorded in London in 12 months, 67 per cent. occurred while the involved cars were travelling at less than 10 m.p.h.

### STEAM ENGINE GIVES WAY TO MOTOR.



A quaint steam railway which has been running near Louisville, U.S.A., since 1874, has at last been consigned to the scrap-heap. A motor vehicle takes the place of the old engine. The more modern method is proving more satisfactory both from economical and speed standpoint.

### WHAT CAUSES ACCIDENTS?

#### Some Suggested Reasons.

St. Louis, May 30.—If a motorist becomes so entranced by the sight of a pretty girl on the sidewalk that he suddenly finds himself jammed headlong into another car or a lamppost, he has no right to drive an automobile, thinks L. D. Stephens, general manager of the Traffic Syndicate Bureau here and one of the foremost traffic authorities in America.

It is such diversion as this that induces what he terms "soft hypnotism"—a strange mental malady to which three per cent. of the country's traffic accidents may be ascribed. The only remedy for this disease, Stephens believes, is withdrawal of the driver's license provided there is a drivers' license law in the state.

#### Two Faults—Half Toll.

As a result of his studies, he finds there are eight fundamental causes for traffic accidents, one of which is "self-hypnotism." The other seven, and the remedies he proposes for them, are:

1. Absentmindedness. This, in drivers of all classes, causes 24 per cent. of all motor accidents. Remedy—use of signals directly in line of vision.

2. Ignorance. This includes those who have no knowledge of traffic conditions, made up for the most part of children, and causes 23 per cent. of all accidents. Remedy—education.

3. General obstructions, such as bad paving, narrow streets, ditches, bad corners. These cause 10 per cent. of accidents. Remedy—correct engineering.

4. Reckless driving. Causes 14 per cent. of the accidents. Remedy—heavy fines and penalties.

5. Physical handicaps, such as heart trouble, epilepsy, nervousness and similar failings. These bring 11 per cent. of all traffic accidents. Remedy—refuse license.

#### Should Qualify First.

6. Inexperience, including drivers with lack of driving sense.

### SIMPLICITY!

#### Gears Shifted by Electricity.

Paris, May 30.—Electricity is doing the gear shifting in some cars manufactured here. The Catal gear box, recently developed and proven practical, is the little machine that's doing the shifting. It is operated by a lever attached just below the steering wheel. At different positions this lever, by means of electro-magnets in the gear box, shifts from first to second to high.

The only use of the clutch is made on starting the car in first gear. Thereafter the gears can be shifted without disengaging the clutch.

### MILEAGE RECORDS.

#### Unique Motor Plan.

#### FOR TERRITORIALS.

Several remarkable mileages are disclosed by a unique organisation especially formed in Great Britain to hire out to Territorial units the different types of motor vehicles required by them for training.

This year the fleet to be used by the British Territorial Force consists of 12 Jowett reconnaissance cars; 5 Clayton chain-track tractors, each of which, with its carriage, weighs over 7 tons; and 10 Karrler six-wheelers, by which a battery complete with guns and personnel can be taken complete from the Territorial headquarters to their camping ground.

All the vehicles are fitted with Dunlop tyres, some of them the original tyres with which the venture began two years ago. Since then many of them, according to an investigator, have run 30,000 miles and the treads are hardly marked.

These results are even more interesting when it is considered that the rear equipment of the Karrler six-wheelers have been operated during part of the period with caterpillar chain tracks, not only across country but on hard road surfaces as well.

#### WEAK COILS.

When the coil is known to be weak and the car is equipped with spark plugs having more than one contact point, the motor will be inclined to miss. This condition can be overcome temporarily by bending all but one point away from the electrode and setting this one point at about .020 instead of the usual .025.

## RIDE CONTENTEDLY ON MICHELINS

#### Distributors:

A. GOEKE & CO.  
4th Floor,  
China Building.

#### Depot

FIAT GARAGE  
Tel. C. 2221.  
Tel. C. 4821.



**MICHELIN**

## HUDSON-ESSEX PRODUCTION SYSTEM.

(By Israel Klein.)



As the completed chassis is hoisted up from the floor below, its body arrives ready to be bolted to it. This is one of the operations in the synchronized assembly of Hudson and Essex cars in Detroit.

One of the fundamental facts in the achievement of mass production in the automotive industry has been uniformity of product. There have been several models with varying colour combinations, to be sure, but these have been confined to a minimum and each style has been sent through manufacture in a group which would make its mass production possible.

This system is still being followed in nearly all automobile plants of the country. The exception is that of the Hudson-Essex plant where a radical departure from this system has been introduced.

Here automobiles are put through production as they are ordered, whatever the colour combination, whatever they may come.

Yet the system of mass production which enables this manufacturer to complete 1900 automobiles in one day, and all in a single plant, isn't disturbed a whit.

Every 10 seconds a completed Hudson or an Essex rolls off one of the four assembly lines here, ready to be shipped or driven away. First may come a black Essex coupe with tan moulding and tandrestriped wheels. Next may come a Hudson sedan with green fenders and wheels, then an Essex with a right-hand drive for export, and next another Essex of entirely different style and colour.

## All Lines Synchronized.

Yet the system of assembly in this factory has been so planned that the entire process goes forward without a moment's waste.

All of the 24 different points at which various parts of the cars are started on their way to completion are so co-ordinated and timed that there is no break in the entire system.

As a result of a mathematically precise system, therefore, any one

of 176 colour combinations in 225 different types of cars can be ordered and completed on three days' notice. Heretofore, only the cars could afford to fill an order for a special colour or type, and this could be done at extra expense and additional waiting on the part of the customer.

Now for the first time in automotive manufacture, the Hudson Motor Company makes this service available at no added expense or loss of time. A car of any type among the many offered by the company is not produced—as has been the case heretofore—until an order has been received for it. Thus there is no loss in producing models that might otherwise prove poor sellers.

Parts Appear on Dot.

When the factory receives the order it is sent to the planning department where it is numbered as it comes in, no matter what type of car it may be, and where the next day it starts on its way to completion. Each of the 24 routes this car's parts take are started off so that when it comes to final assembly every part will reach the chassis designed for it at the exact time it is needed.

There is no waiting for an allotted part. There is no accumulation of parts that might have reached their destination too soon. At the exact moment when the chassis of a certain type car reaches the wheel assembly point, the wheels assembled especially for that job slide down their cradles and on to the four hubs.

At the time when the chassis reaches the front fender assembly point, there are the two front fenders ordered for that particular job arriving down the continuously moving elevator for attachment. And just when the chassis is ready for the body, it is hoisted up a floor to the point

where the body has just arrived for it.

## Moment's Delay Costly.

The remarkable feature of this co-ordinated operation is that the body plant is five miles distant, while the starting point of another line may be only on the floor overhead. Yet all are so timed that their completed parts come together just at the right moment.

Were there to be a moment's delay in any one line, it would throw the entire plant out of kilter. The system can't afford delay or mistake of any kind. So it has eliminated the human element in its assembly work to the utmost.

For example, every car, every operation, every part is numbered. All a workman has to do is match number to number. Each morning each department gets its orders for parts, numbered to correspond with the other parts of each automobile timed by the planning department so that these distributed numbers will finally come together into one whole automobile.

A lacquer sprayer may be entirely colour blind, although he may have 25 "guns" at his right hand from which to spray various colours of lacquer on fender or other part passing him. All he sees is a number on that part.

He picks the "gun" with that number, sprays it with that colour and his job is done. There can be no mistake so long as he reads his numbers correctly.

## Quick Stock Turnover.

That's how the various operations go through the entire plant. Everything moves at a set pace and all work is done on the go. This movement is timed so that a workman can complete each job in neither undue haste nor leisure. There is no confusion.

This system has enabled the Hudson-Essex company to keep very little stock on hand, for it extends back to the various companies that supply some of the parts for these cars. Freight cars are continually unloading parts that will be in production a day or so later, while other cars and boats are taking on completed automobiles for shipment.

So regular has been this movement that this factory has been able to make 20 complete turns over of stock in a year, a remarkable record in any business. No other single plant in the country, it is said, turns out so many cars in a day or produces "so much automobile" to the square foot of plant space.

Yet everything goes along in an orderly, pre-arranged manner.

## FAST DRIVING.

## Not Good for Cars.

## AFFECTS WEAR.

Since most of us like to drive faster than what is considered the healthiest point for the motor and in fact the car as a whole, we should not expect the economy and length of life from our cars that might be advertised for it or that other slower and more considerate drivers "not out of it."

But there are other ways, too, in which we may drive a car speedily to its destruction. One of these, perhaps the most important, is our ways of driving in traffic.

In some of the larger cities of the country, traffic signals on the important boulevards are timed so that one can drive down its entire length at a normal speed without stopping once. The rate of speed varies from 15 miles an hour to 30.

If a motorist drives at the speed set by the signal system—and he can quickly tell what that is—he will have no occasion to shift gears and his steady rate will mean the minimum of gasoline usage as well as the least possible strain on the moving parts of the car. This is the most economical method of driving through traffic.

Yet there are some drivers who are impatient. They must speed up to get ahead of the steady driver in front. So they stop and start again, they slow up and speed up, they apply the brakes and shift gears—all of which is costly not only to the motorist but to the car itself.

A car driven in low gear uses up more gasoline than one driven in intermediate. And one driven in second uses more fuel than one driven in high. The reason is that the lower the gear, the faster the motor, and the faster the motor, the more fuel is used up by it.

It is therefore advisable, if a driver has to shift gears, to go through first and second gears quickly in order to get into high. First gear requires merely a push of the car, second gear is meant for its acceleration to the lowest point at which third gear can take it up. The sooner the driver gets into high the better it is for the motor and for the pocketbook.

There are drivers who speed up the motor to a faster rate than is necessary to shift gears. That means not only a waste of fuel but difficulty in getting the gears to mesh. A little experience should enable drivers to tell exactly what speed of the motor is necessary to bring the gears to mesh in first, second or high, without putting undue strain on the engine.

The best way to shift gears economically and most effectively is to press the right foot down on the throttle gradually as the left foot is released from the clutch pedal. Thus the motor is eased into control of the car and the dead weight behind is easier to get out of its state of inertia. Second should be applied the same way, while high gear doesn't require so much care in meshing.

There is a speed at which the motor uses up the minimum of fuel. This isn't the lowest possible speed at which it can be kept running—the idling speed. At idling speed the motor does not use all the gasoline injected into it and therefore chokes up if idled too long.

Therefore, while waiting for a signal to change, or for some other reason, it is best to run the motor slightly faster than idling, so that all the fuel sent into it will be burned. The idling rate can be speeded up mechanically so that the driver needn't remember this every time he stops.

But whatever is done while waiting with the motor running, short spurts should not be resorted to. Many drivers do this, while standing still, with a consequent loss of much fuel.

## HOW MUCH WILL AN AXLE TWIST?



General Motors Research Laboratories are equipped with testing machines for determining the physical properties of steel, bronze, rubber fabric and all the materials used in a motor car. This machine is used in determining the strength of axles and propeller shafts.

## Suiting the Tyre to the Service.

Choose your tyre equipment according to your particular service needs. There is a suitable commercial vehicle tyre for every requirement in the

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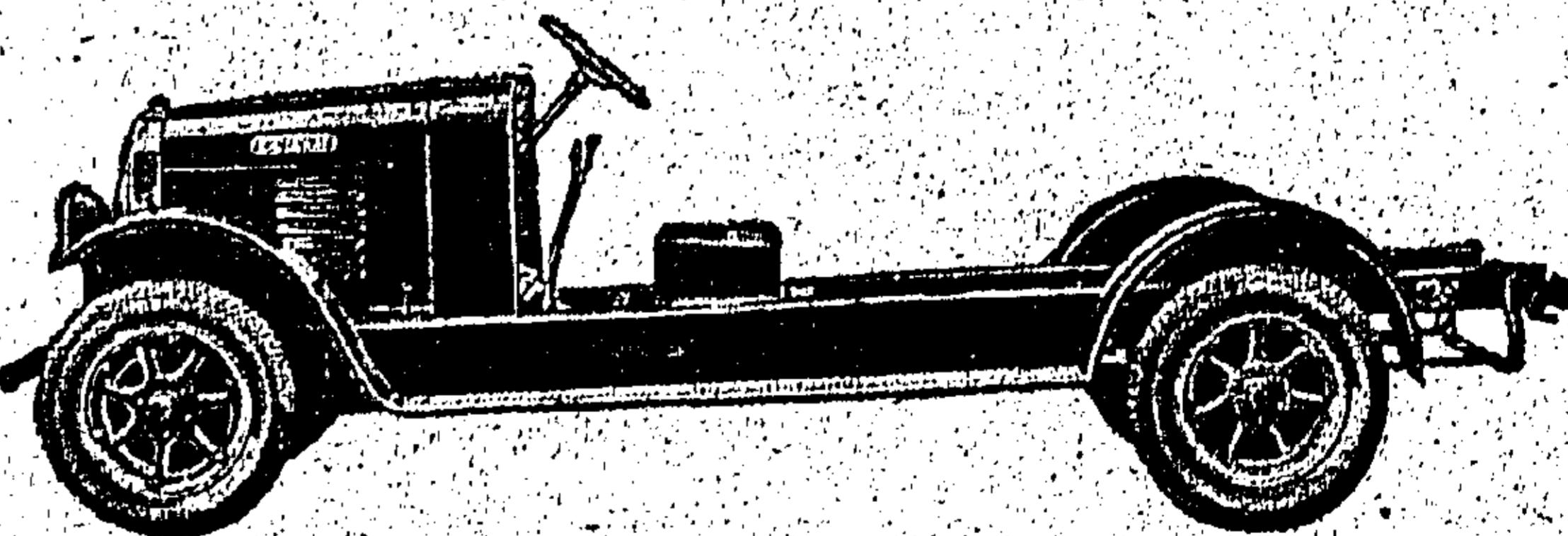
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175 c.c. 1st, 2nd, 3rd, 4th, 5th All on M. & G.  
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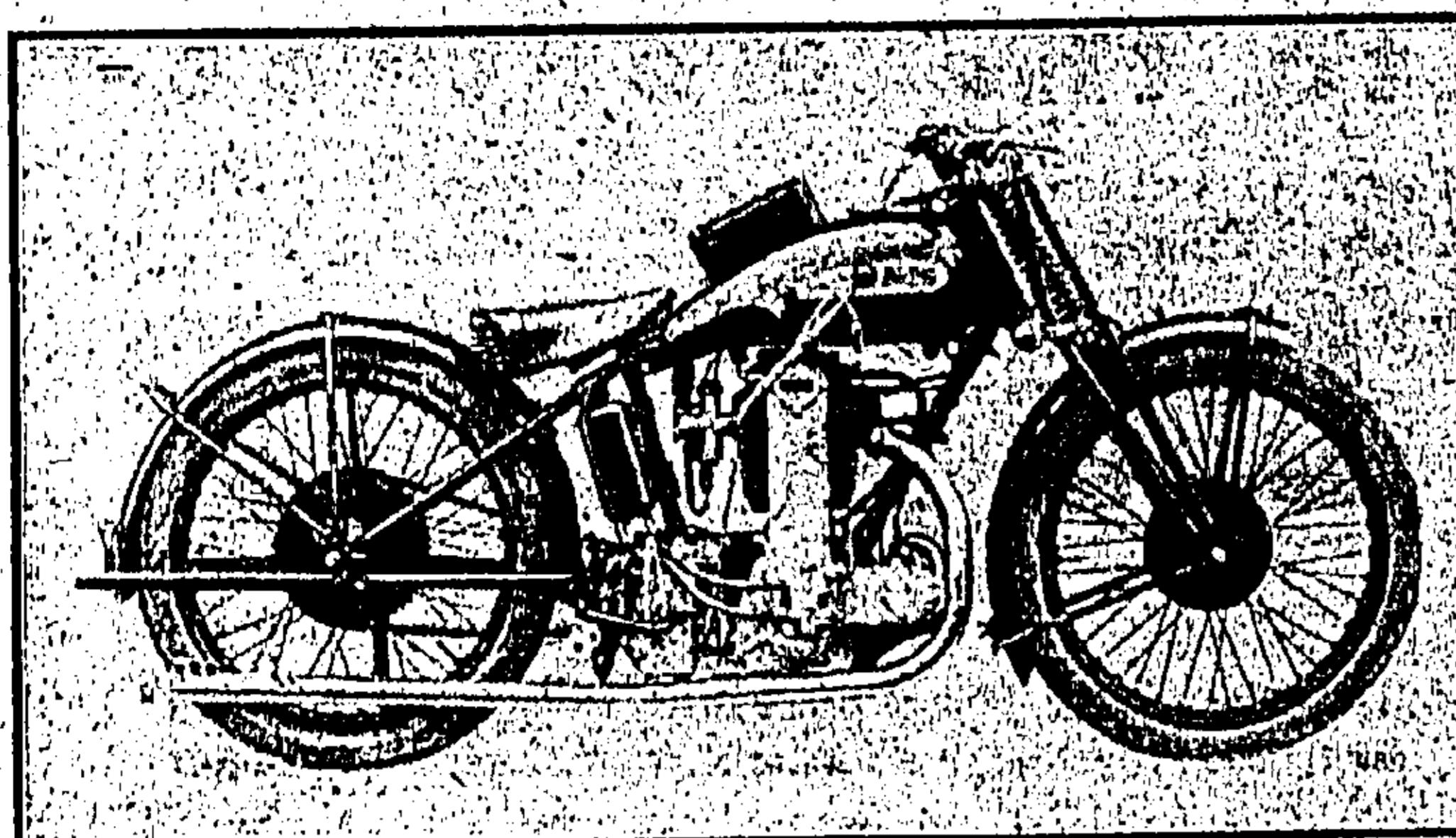
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## THE 1929 A.J.S. T.T. MODEL.

Years of careful thought combined with a long experience have characterized the production of A.J.S. Motor cycles which to-day are recognized as the leading machines for efficiency, appearance and true value.

Here no mass production methods are employed. Individual care and attention must be given to every part and each assembly less than standard of A.J.S. efficiency, recognized the world over, should in any way suffer or the reputation of these famous machines lose its high esteem.

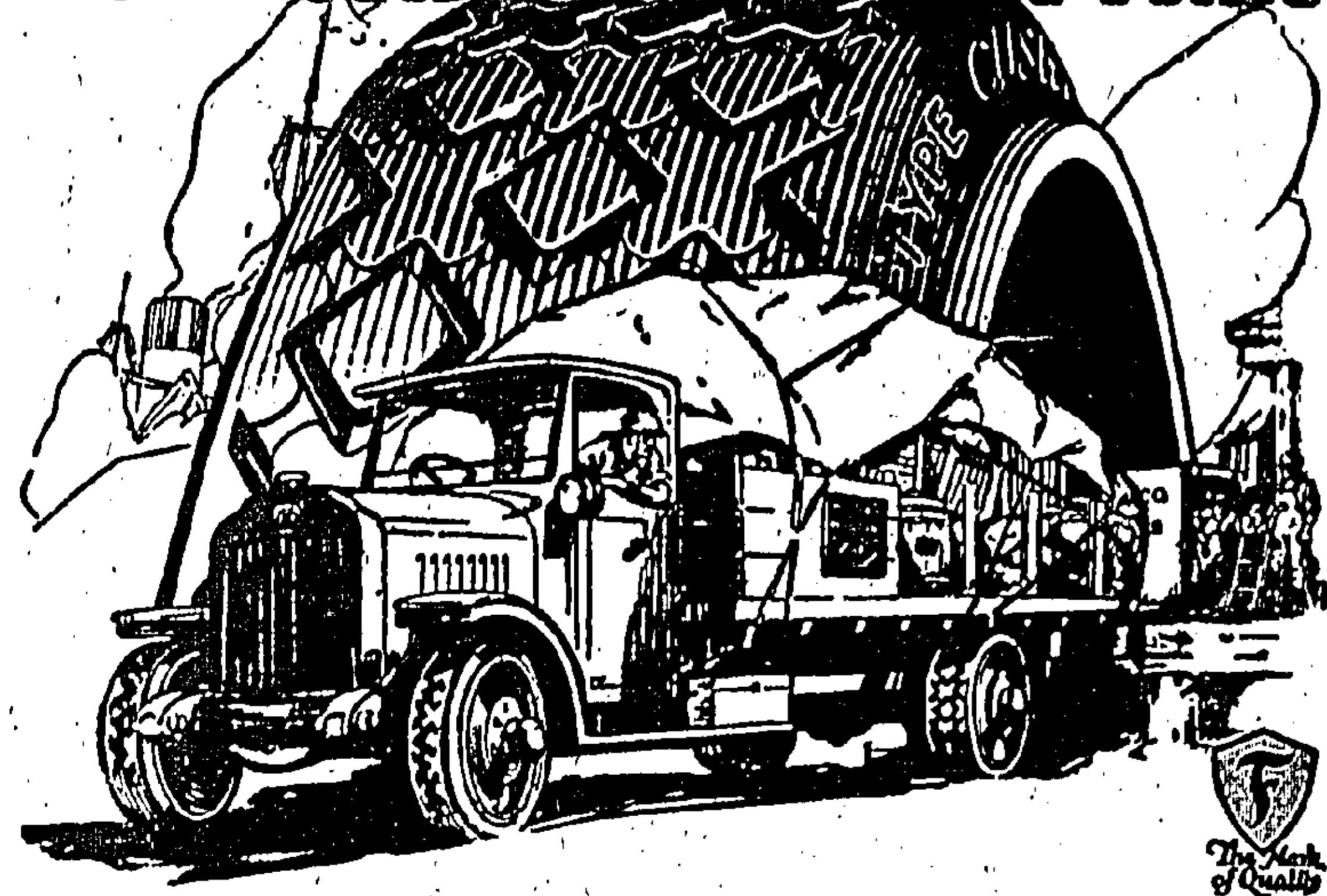
The best quality of materials and workmanship cannot be purchased cheaply but, those who are farsighted will gladly pay a little more knowing that in their purchase of an "A.J.S." they have secured the best.

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To protect heavy, valuable cargoes; to place more rubber, more cushioning under lorries; to provide tyres that take hold on wet, oily, slippery pavements; in dirt, mud, sand; to be prepared for long, steady hauls; to make sure ahead of time that your tyre costs will be low—fit your lorries with Non-Skid Hi-Type Tyres. Phone us today for information and prices. We are ready to render immediate service on Tyres for every kind of hauling.

MOST MILES PER DOLLAR.

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LORRY TYRES

THE DRAGON MOTOR CAR CO., LTD.

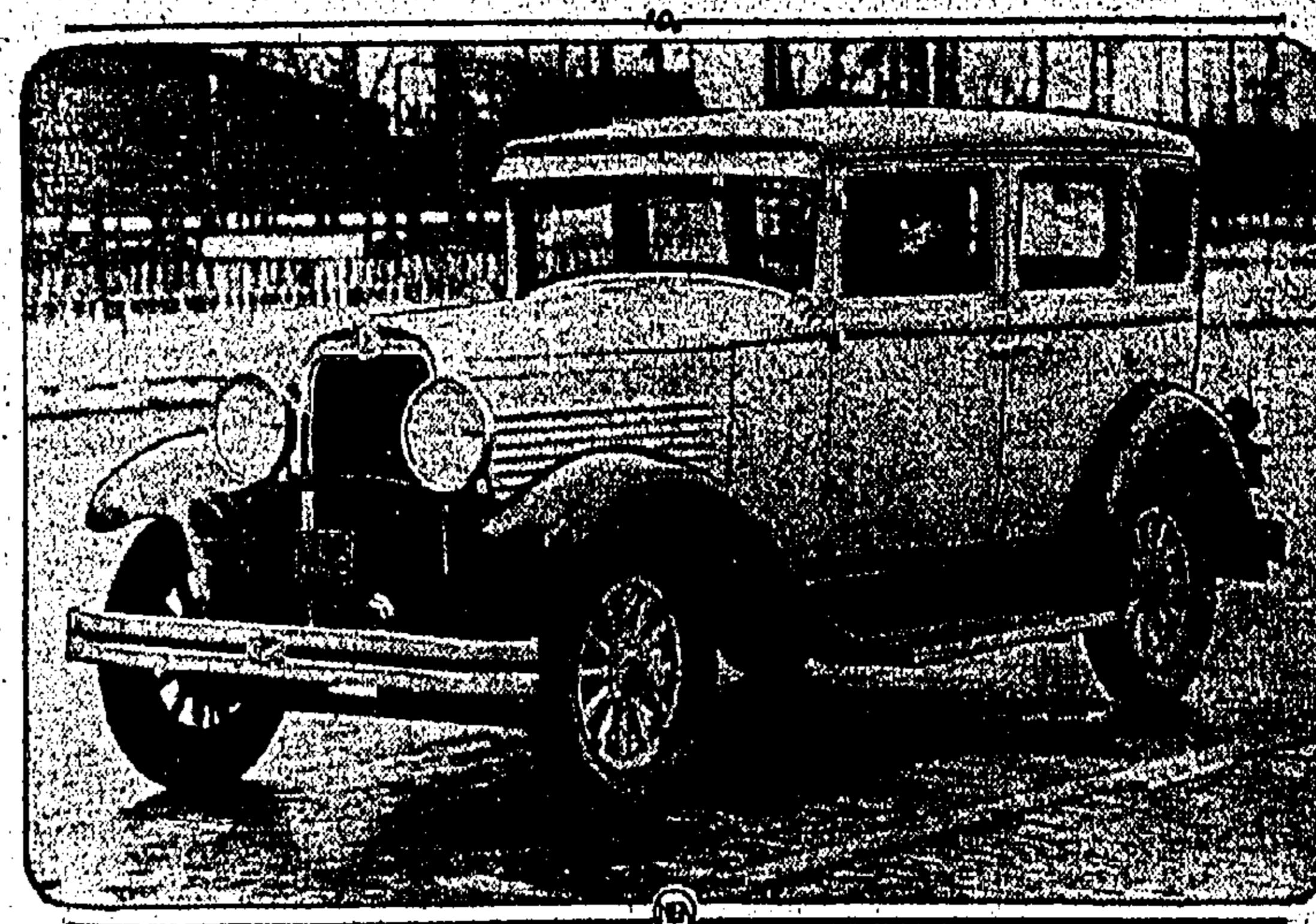
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## THE ROOSEVELT—BUILT BY MARMON.

New Straight Eight Creates Good Impression.

[By Israel Klein.]



This article is of special interest in view of the following cable which the Hongkong agents, Messrs. S. L. Kwok and Co., received on Monday last:

"Absolutely standard Roosevelt to-day breaks all aviation automobile non-stop endurance records, having run two hundred forty-eight hours continuously, refueling rolling while moving. Test official under American Automobile Association supervision. Will advise final results when test completed."

The modest motorist who has had to satisfy himself with a low-priced six in order to adjust his expenses properly to his income, may now graduate unwaveringly to the eight-cylinder class with the introduction of the new Roosevelt.

For here, finally, is a straight eight built by a long-established and responsible manufacturer and designed by recognized leaders in automotive engineering, to sell below the \$1,000 line. The five-passenger sedan and the standard coupe with rumble seat are listed to sell for \$995 at the Marmon factory here.

Marmon, noted for its series of straight eights, is the builder of this new car. Col. Howard Marmon, vice president in charge of engineering, and Thomas J. Little, Jr., former president of the Society of Automotive Engineers and now Marmon's chief engineer, are the brains behind the Roosevelt.

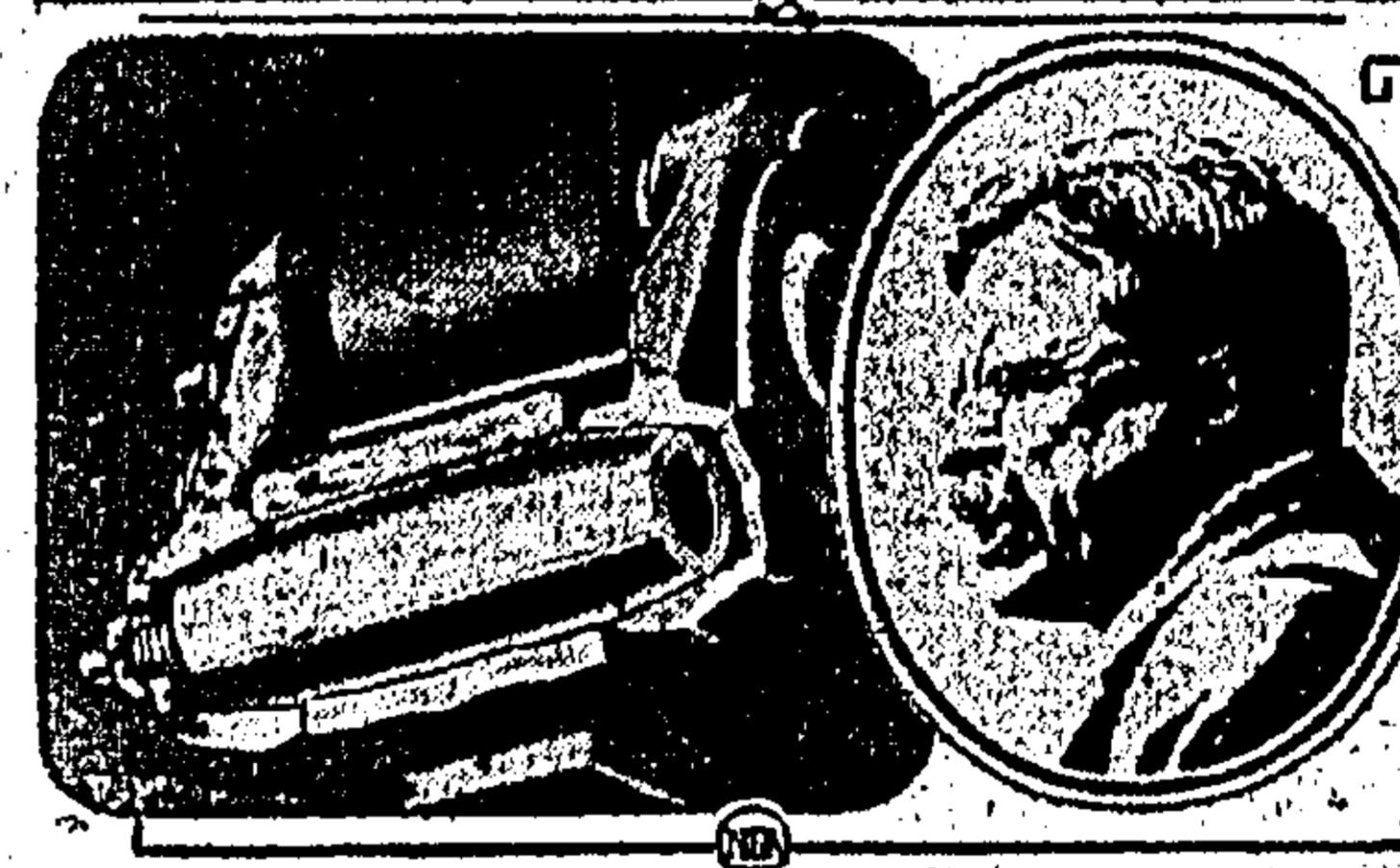
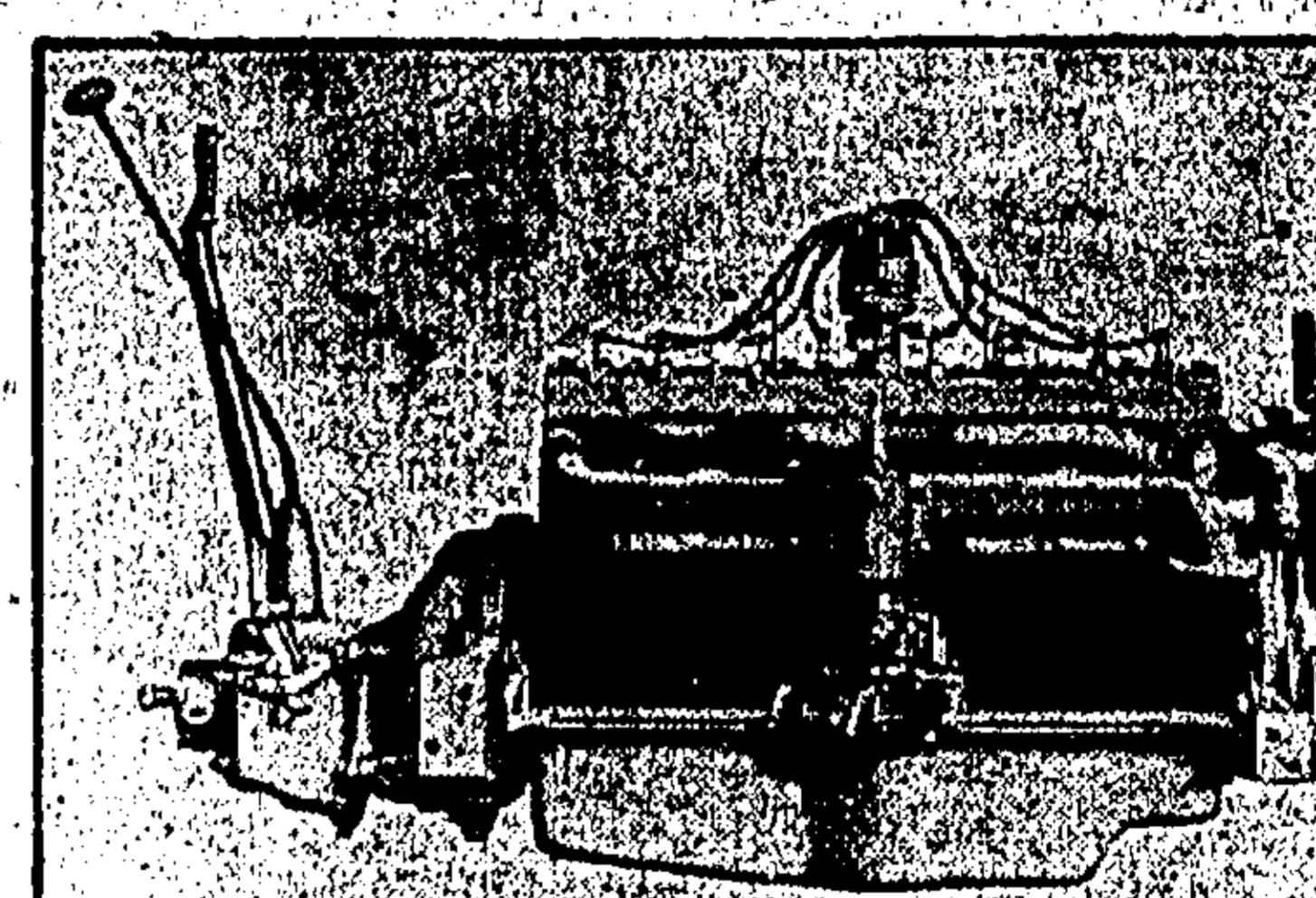
The new car is a typical Marmon product, with its straight eight design, L-head motor and mechanical details originated in the Marmon laboratories. Several months testing on the brick-paved Indianapolis speedway, across desert and over mountain have been put into the Roosevelt with the result that its builders are prepared to send the car out into the world to make a name for itself.

## Hns Quality Features.

Outside of its price as an eight, perhaps the most significant fact about the Roosevelt is its adoption of mechanical features that ordinarily are found only in the higher priced cars. Such, for instance, are:

1. Marmon's exclusive high frequency modulator to eliminate torsional vibration.
2. Full force feed lubrication.
3. Down-draft manifold, insuring equal distribution of fuel to all cylinders.
4. Self-adjusting spring shackles to compensate for wear.
5. Internal expanding brakes of the two-shoe type.

Other features of the Roosevelt that are intended for better



The Roosevelt motor and, below, the self-adjusting spring shackle used on the new car and the head of the famous president as its insignia.

driving and comfort, include single fuel and there is no danger of button control of starting, lighting "starving" the farthest cylinders while those closest to the carburetor are "overfed."

## Efficient Cooling System.

One great difficulty in straight eight design has been that of keeping the valves properly cooled. Roosevelt engineers have allowed for enough cooling area around the valves to assure their proper temperature and to avoid warping and pitting.

The chassis is built so that there is a low unsprung weight enabling the car to cling to the road at high speed. Semi-elliptic springs cover more than 80 per cent of the car's wheelbase and their shackles are constructed to be self-adjusting with tapered pin and spring clamps at the sides automatically compensating for wear. Thus the shackles are said to remain permanently quiet and to need no attention.

The sturdy steel frame with steel running boards add to the strength of the steel and wood body. The body also is Marmon built, a product of the Marmon factory in Indianapolis.

What has made the sale of this car at such a low price possible, despite its refinements, has been simplified design and a manufacturing schedule never before attempted for straight eights," according to G. M. Williams, Marmon president.

## SEAMLESS STEEL CAR.

George J. Mercer, chairman of the body division of the Society of Automotive Engineers, believes that the all-steel seamless automobile is coming. "Eventually it will be made without joints," he says, "and it will have less squeaks after use than when it is now."

## GOLD MINE FOR STATE.

The value of the tourist business to California is estimated at more than \$160,000,000 annually.

## BEWARE SHELLAC.

It is true that shellac will make a gasket fit air tight, but it is also well to remember that you may want to remove that same gasket at some future time. It is not an easy task to remove a gasket that has been sealed in this manner. Graphite, ordinary grease or specially prepared gasket sealing compound is more desirable.

## FRENCH INDUSTRY.

## Striking Development.

The striking development of the French automobile industry has been illustrated by the fact that over 1,000,000 cars are now in use as compared with 600,000 in 1924, and the French industry is adding to this total over 600 new cars daily. Last year French automobile factories employed 200,000 workers and used 200,000 tons of steel, 8,000 tons of aluminum, 240,000 square meters of glass and 14,000 tons of paint and varnish.

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A Few Advantages:  
10% Off Motor Car Insurance.  
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## SPEED TESTS.

Are They Useful?

## HOW INDUSTRY GAINS.

Since the tragedy at Daytona Beach, Florida, when Lee Bible was killed trying to better Major Segrave's established mile speed record, there has been a great deal of comment regarding the value of these speed tests. Some authorities hold that motor racing is an extremely valuable adjunct of industrial development and etc the possibility that front-wheel drive cars may become a factor in commercial production, an event that may be made possible solely by the use of this type of drive in automobile racing.

Others believe that such a feat as Major Segrave's at Daytona adds nothing of value to the industry and that racing to-day yields little of value to engineers. As evidenced against the use of record tests, it is pointed out that while most of the companies maintained racing teams some years ago, very few now take an active part in racing.

The New York Times quotes C.B. Vell, consulting engineer and research manager of the Society of Automotive Engineers as follows: "It is true however, that racing makes it possible to try out new designs and developments in a competitive and searching manner. It has yielded important results in the past."

Racing abroad was directly responsible for the successful development of four-wheel brakes. Reduction in weight of all mechanical parts has been another direct benefit accruing from racing. To meet the requirements of racing, centres of gravity have been lowered, and greater stability secured. Steering mechanisms have been directly improved. These things also have been reflected in the development of the modern passenger car. While it may appear that there can be little in common between the body of a normal car and that of the racing machine, experience in racing has yielded information on wind resistance which has resulted in the modification in body shapes.

Tyre construction has benefited remarkably, and, with the improvement of tyres, racing required the development of the dependable, demounted rim which facilitated tyre changes.

Racing has led to improvement in fuel. It has been influential in bringing about more effective fuel induction systems involving carburetor, manifolding and valving. One of the direct benefits has been in the improvement in the design of connecting rods and connecting rod bearings. Both the pistons and rods have been made lighter and at the same time better functioning has been secured.

Among the features of the chassis which may gradually be passed on to passenger cars may be mentioned small unsprung weight, precision balancing of tyres and wheels, strength and elasticity in frames, the replacement of cast parts by sheet steel with welded joints and improvements in steering gears."

**YOUR CAR SHOULD CARRY AN AUTO-TOTAL. THE BEST MOTOR CAR FIRE EXTINGUISHER IN THE WORLD.**

Prices from the Sole Agents,

KELLER, KERN & CO., LTD.  
15, Connaught Road, C.  
Telephone C. 3120.

## NOTICE

TO

## ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

## THE SUPER-SALESMAN.

Proving That Motors are Needed by All.

[By L. W. Gage in the Morris Owner.]

If you are about to enter your local Morris Service Depot, you see an aristocratic young man wearing plus fours and garters with red tassels, leaning negligently against the "Free Air" sign—tread warily—for he is undoubtedly a motor salesman.

Again, if you see an obvious spinster of some sixty-odd summer accelerate her M.G. Super Sports as she turns a blind corner "so as to be able to see in advance if anything dangerous is coming round the opposite way" don't—as you extricate your car from the ditch—swear at her. She has probably transferred from a bath-chair or governess cart at the instigation of a nephew who is a motor salesman.

## Insignia of Office.

My friend Wilkins is one of the great army of motor salesmen whose working uniform is the aforementioned plus fours and tassels. Off duty, Wilkins is the soul of timidity, but at the prospect of a side he is transformed.

A few weeks ago, after an unusually successful day, Wilkins took me for a ride, in the course of which we stopped at an old inn to "fill up."

## Drastic Measures.

Apparently the inn was not used by motorists, as there was no fire in the smoke-room. We wended our way to the tap-room and there before a glowing fire, were two men of the small-farmer type, while a pleasant landlord greeted us from behind the bar.

Just as we had received our tankards and drawn nearer to the blaze the door opened and a peculiar individual entered. He was a short man, almost buried in a huge overcoat, from the top of which a bulbous nose gleamed out like the tail-lamp of a car. In a surly voice he asked if there was "anything for the carrier," and, on hearing that there was not, ordered "a pint o' the usual."

## A Forbidden Topic.

Wilkins, with a natural desire to expand after his recent sales, tried to make some general conversation. "Do you get many motorcars chil here?" he began.

At the word "motorcars" the short man snorted and, hastily seizing his pint, drained it at a gulp.

"Curse motorcars," he said with concentrated venom, and stamping angrily out of the room, slamming the door viciously behind him.

"Your customer—doesn't he like motor?" asked Wilkins incredulously.

"No, sir," smiled the landlord, beginning to polish the tankard.

"And, taking things all round, I don't know as how I blame him for not liking 'em."

We both looked up enquiringly and the landlord went on. "If you gents, has a minute or so to spare I'll explain."

We indicated that we had, and the landlord filled himself a tankard and joined us at the fireplace.

"You see, it's this way. Old Joe Gummel, the chap what's just gone, he's been our carrier for the last twenty years. Works between Muddmin and Little-Ashbin-In-the-Hole, carrying people, pigs, parcels, poultry and the like."

"For years everything went well with old Joe, till his mag died and he bought a mare from Farmer Mullins at the top of this hill. Well, every time this mare got opposite Mullins' farm she wouldn't budge an inch further, and Old Joe couldn't shift her one way or the other."

"Then somebody told Joe to light a fire under her and it worked a treat. After that, if the mare did stop at the farm Old Joe only had to get some bits o' stick and paper out and the old mare 'ud trot along like a fire engine."

## Compensation.

"Old Joe copped it the worst through being under the van, but when he comes out a' hospital he finds that all the people that'd lost anything was claiming on him—and a lot that hadn't."

"He took it to court, but he had to pay up, and the Judge said as how he was lucky he wasn't charged with arson."

"And to cap it all," said the landlord, as he went to refill the tankards, "the Urban Council ran him in for obstructing the highway with the remains of a van on the night of the twenty-fourth December and the morning o' the twenty-fifth. So now it ain't safe to mention motors within a mile o' Joe."

Wilkins was silent all the way home, but on his face was the look that appears on the face of a cannibal when he sees a gentleman disembarking with his collar on the reverse way, or on the face of Winston Churchill when he sees a few odd coppers in the Road Fund.

It was three weeks before I saw Wilkins again, and then he was sitting in a brand new Morris Half-Ton van, explaining the gears.

At the wheel, radiating with pride of possession, was a short man, almost buried in a huge overcoat, from the top of which a bulbous nose gleamed out like the tail-lamp of a car.

The seller that sold it to him was silent all the way home, but on his face was the look that appears on the face of a cannibal when he sees a gentleman disembarking with his collar on the reverse way, or on the face of Winston Churchill when he sees a few odd coppers in the Road Fund.

"Joe can't, for the life of him, remember how to stop her—so he keeps putting one foot down after the other like a chap I see once playin' the organ."

The seller that sold it to him was silent all the way home, but on his face was the look that appears on the face of a cannibal when he sees a gentleman disembarking with his collar on the reverse way, or on the face of Winston Churchill when he sees a few odd coppers in the Road Fund.

## THE BOATING BOOM.

Public Interest in England.

## BRITISH FIRMS BUSY.

Public interest in England is fast becoming centred round Motor Boating, and those who are investigating its possibilities, and participating in its thrills and pleasures, are not merely restricted to the now increasing army of "owners."

The police-sgt, seeing old Joe whizzin' backward and forward like that, nearly kills himself with laughing, but when Joe shoots towards him, he stops laughing, quick, and runs for it.

"If Joe hadn't made a mistake once and put both feet down together, he'd a' been doin' it now and the feller never would a' taught him to drive."

"For the last three weeks up to Christmas this lorry does the job a treat and Joe got wondering why he didn't have one afore. Then Christmas Eve come, and it's the busiest day o' the year for a carriar."

"Now Old Joe ain't what you'd call a heavy drinker. Course, most of his parcels are picked up at pubs, and Joe reckons to have a pint at each. Now sometimes he'd call at eight or nine pubs, and have eight or nine pints, and other times he'd have quite a lot. On this particular Christmas Eve he'd had a lot o' calls and I could see he'd had a spot more than usual."

True to tradition—however, British firms are meeting these demands promptly and efficiently.

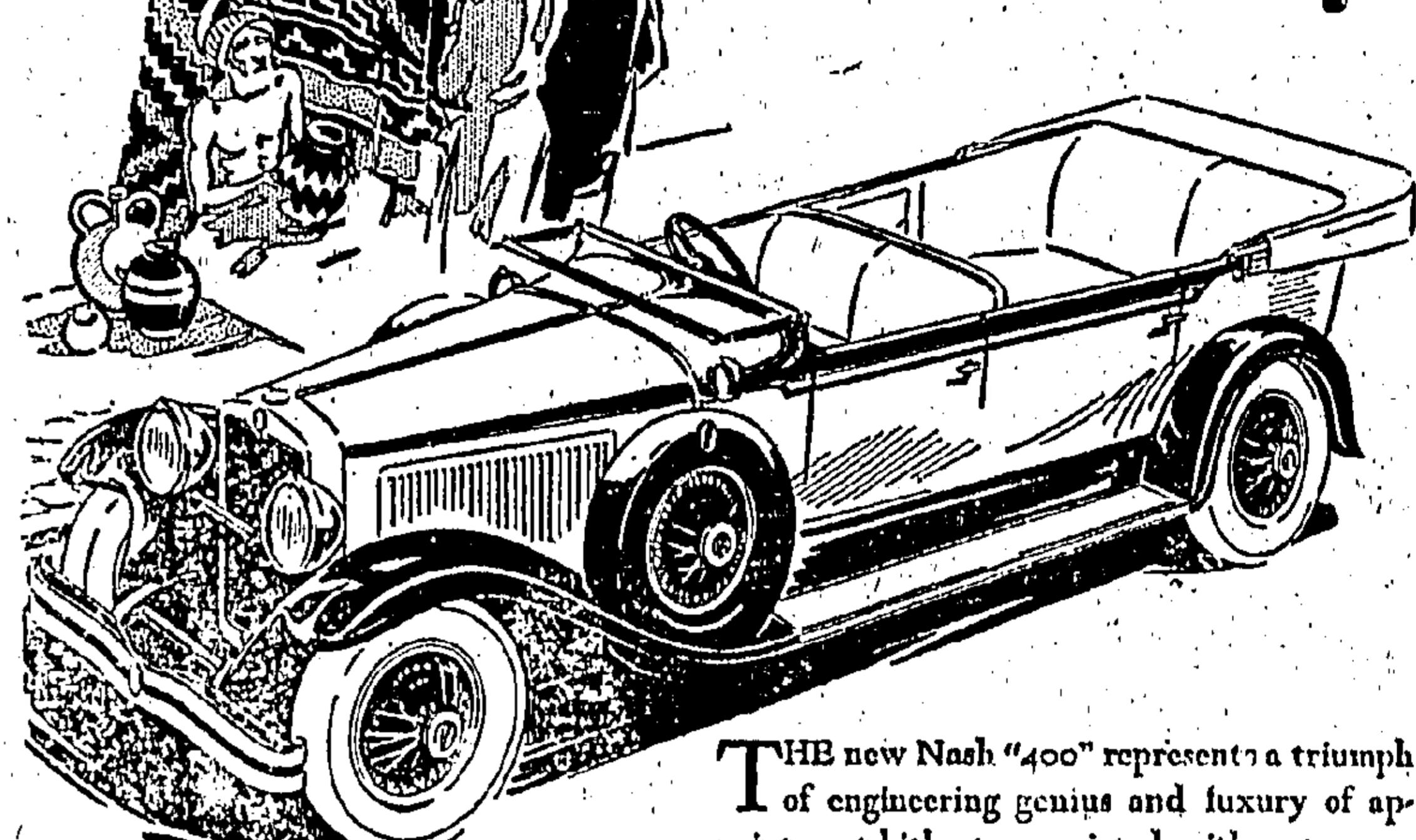
The high speed British engine, with big power outputs, is available for the speedboat hull builder, or the completed all-British craft of this type for the speedboat hire company.

There is no type of boat, from the small launch to the Express Cruiser, for which a suitable British-made engine is not available. British firms, moreover, offer a plethora of standardised boats, and for the "outboard" enthusiasts, a variety of hulls, and now no less than three different makes of all British outboard motors.

Motor Boating public are not being catered for by the manufacturer alone, for the increase in the number of Clubs and their facilities, and the inception of a New owners Association on the lines parallel with that of motorists A.A. and P.A.C. organisations, are assisting in the stimulation of this now firmly established sport and means of travel.

THE WORLD HAS A NEW AND FINE MOTOR CAR

Twin Ignition  
and  
•400" Luxury



THE new Nash "400" represents a triumph of engineering genius and luxury of appointment hitherto associated with motor cars far beyond its highly popular price range.

Features exclusive to Nash unite to endow the "400" with more than ordinary ability to perform; while its beauty of outline, fine craftsmanship and rich appointments endear it to those who admire fine things.

What other car at its price embodies such unusual advantages as Twin Ignition, Centralized Chassis Lubrication, Hydraulic Shock Absorbers and other costly car equipment?

THE NEW  
**NASH**  
400

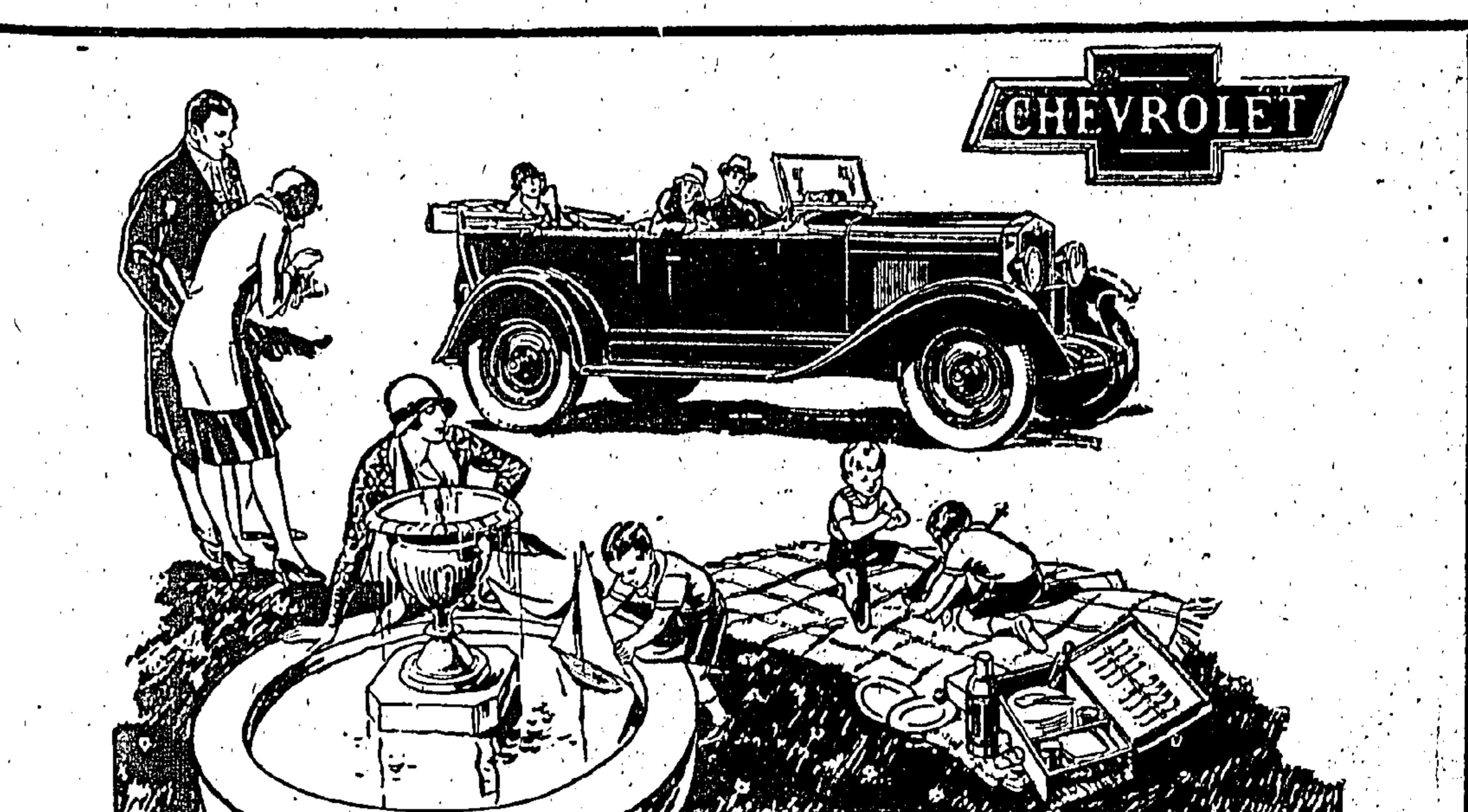
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32% More Power  
20% More Speed

The driver of the New Chevrolet gets a new thrill when he is behind the wheel of the New Chevrolet. Never in his experience has he enjoyed such remarkable performance in a low-priced car.

When extra power is needed on steep hills, Chevrolet's new accelerating pump instantly releases a reservoir of surplus power the moment your toe steps on the accelerator.

And when occasion calls for a sudden burst of speed the New Chevrolet leaps forward instantly.

Let us show you this and many other new features that not only assure such brilliant performance, but carry Chevrolet's reputation for remarkable economy a big step forward.

Why not arrange for a demonstration ride to-day?

## THE HONGKONG HOTEL GARAGE.

"READY FOR DELIVERY"  
Tourer.....HK.\$1,680.00 Sedan.....HK.\$1,980.00  
1½ ton Truck Chassis.....HK.\$1,510.00

The new Chevrolet Phaeton. The top can be easily and quietly lowered.

# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

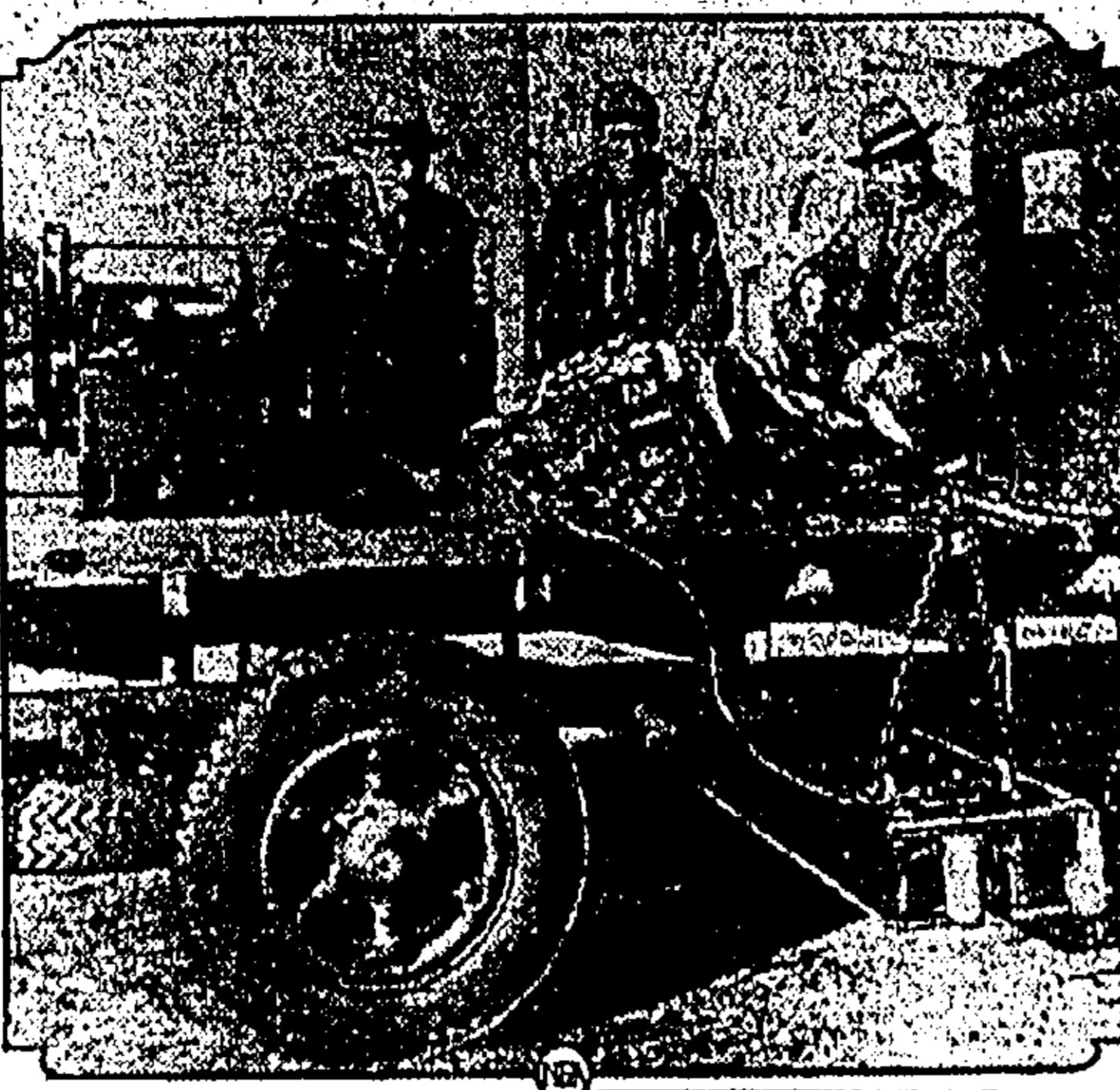
## SKIDDING.

Don't Let the Wheels Lock or Otherwise Loose Their Hold.

When a road wheel loses its grip on a slippery road and ceases to roll in definite contact therewith, it has a directional effect upon the course of its car causes and it has hardly more guiding influence than would a rigid rubber-shod support. If both wheels of a pair thus lose their grip, that end of the car retains no inherent tendency to move in any particular direction and is free to swing sideways in obedience to any forces that may be acting upon the car. All skidding is caused by the prevention of skidding calls for the prevention of this. To cause a wheel always to retain its hold upon a slippery road, its adhesion thereto may be increased by chains, and if the force applied to turn it or to prevent its turning is never permitted to exceed the force of adhesion, acting at the road contact, it will never slip and contribute to skidding. The only way of avoiding skidding is to moderate power and brake application in proportion to the slipperiness of road conditions, so that neither pair of wheels ever lose their true rolling action. This is easy to state but difficult to carry out. In practice, although bad skids can be caused by sudden violent applications of engine power on very icy roads, it is violent braking that causes nearly all the bad skids. On extremely "glare" ice, a very slight braking force is enough to lock the braked wheels from turning and to utterly annul their guiding influence, with a resulting skid.

Avoidance, as far as possible of conditions which demand sudden stops is the most effective way of fore-

## POUNDS OF PUNCTURES.



This Oklahoma highway truck, equipped with an individual electric plant attached to a magnet seven feet wide, picked up 361 pounds of metal off 29 miles of dirt road. The truck and its magnet are being used regularly by the Oklahoma state highway commission to save motorists the trouble of punctured tyres.

Two cells would not crank or light any way? Local mechanics give differing answers to this question.

Answer: No. There is no danger of damaging the ignition apparatus as the ignition switch and all other switches would be in the off position, when you were charging. Even if they were not off, there would be no harm done, but the battery would gain no charge.

## DECLUTCHES ITSELF.

German Fitting for Motor.

## LESS WORK FOR DRIVER.

Simplification of car operating mainly has been directed towards improving the gear-box, but inventors now are paying some attention to the clutch.

Single-plate disc clutches are remarkably easy and light to operate, but Herr Erdelen, of Berlin (Germany) would abolish most of the effort of declutching by using a servo mechanism. He recently patented an invention which causes a motor to declutch itself from the transmission.

Because of the enormous power which had to be transmitted, the clutch fitted to Major Segrave's Golden Arrow was too substantial to be moved by foot pressure, and a servo motor was used to unlock

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L. N. E. R.  
and

**SOUTHERN RAILWAY**  
for their new  
**RAIL-ROAD SERVICES**

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**UNION BUILDING . . . . . HONG KONG**  
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Write us and our representative will call.

Telephone Central 4331.

## DEAL DIRECT.

### TIME TO CUT DOWN.

With only 18 per cent. of the world's oil resources, America in 1928 produced 68 per cent. of the world's production of oil, according to Thomas P. Henry, president of the American Automobile Association.

### BUSES BEAT RAILS.

Motor bus lines in the United States cover twice the ground steam and electric railways do, it is said. Bus Lines travel over 635,000 miles; steam and electric railway lines cover only 297,000 miles.

IN CASE OF BREAKDOWN—Phone C. 3193.

# Tune Up Your Car

## Our Service Stations

are organised to give

### PERSONAL AND PRACTICAL SERVICE

CARS COMPLETELY OVERHAULED AND TUNED TO PERFECTION

UNDER EXPERT EUROPEAN SUPERVISION.

(A. J. ALLISON, Manager)

*Large Stocks of Spare Parts Carried.*

**MAY WE TUNE UP YOUR CAR?**

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10, CROSS LANE, WANCHAI,  
Tel. C. 3193,

KOWLOON SERVICE STATION  
CAMERON ROAD,  
Tel. K. 1624.

**LANE, CRAWFORD, LIMITED.**

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HOTEL  
GARAGE.

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MORRIS MOTORS (1926) LTD., COWLEY, OXFORD, ENGLAND

HONG KONG  
HOTEL  
GARAGE.



# Hongkong Telegraph.

## Pictorial Supplement

June 29th, 1929.

### HONGKONG LACE COMPANY.

HAVE REMOVED FROM 1, D'AIGULAR ST.  
To 2nd Floor, No. 60 Queen's Road.  
(Opposite Commercial Press.)  
Manufacturers of Swatow Drawn Work,  
Embroideries, Laces and all Kinds of  
Handkerchiefs.

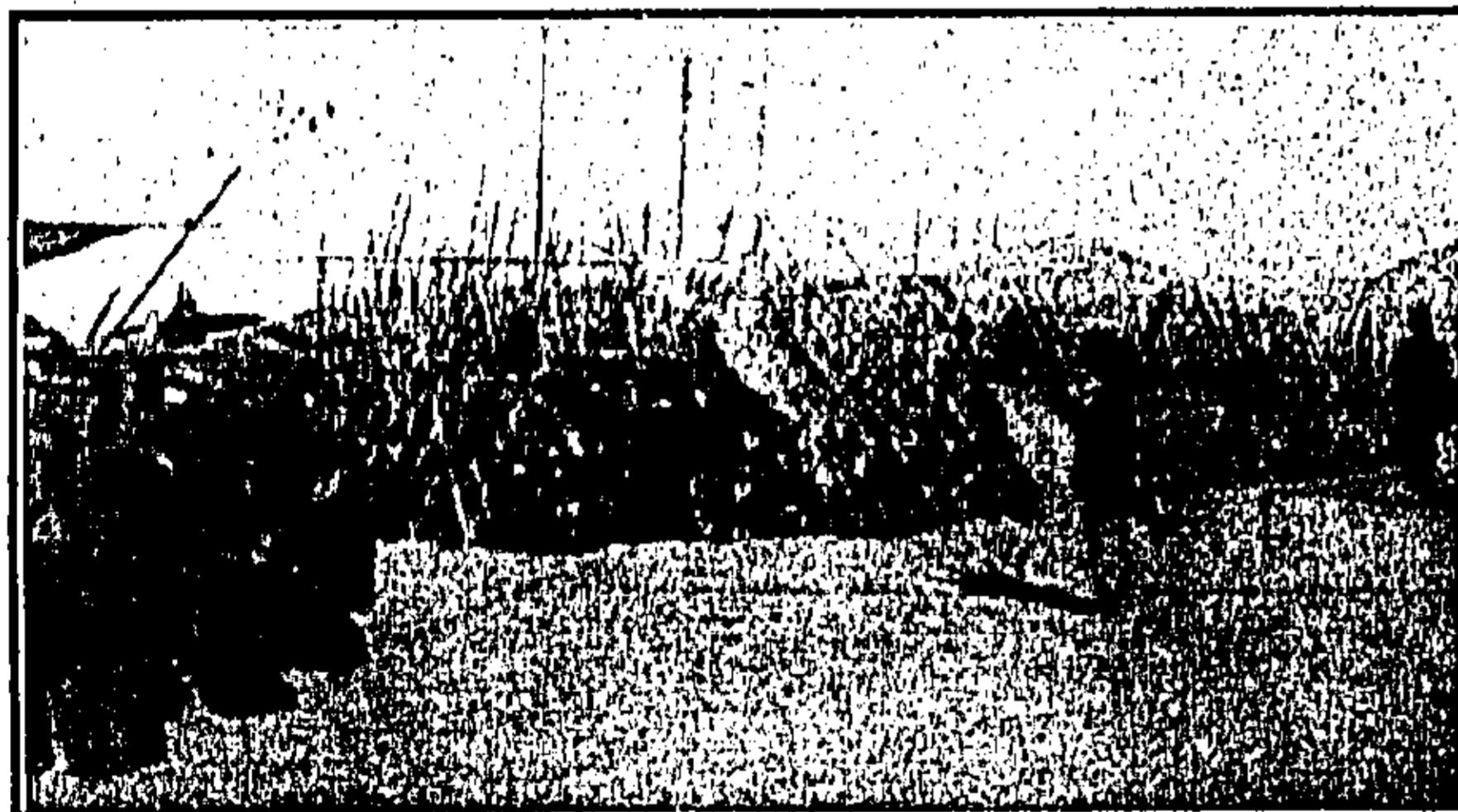
RETAIL SALES AT WHOLESALE PRICES.  
IT WILL PAY YOU TO SHOP HERE!



Military guard on duty at a queue on the Praya in the 1902 drought.



Another picture of Chinese queued-up on the Praya in the 1902 drought.



One of the barricaded water stations on the Praya in the 1902 drought.



Above picture shows water being pumped from a lighter on to the Praya in 1902.

[All these pictures were taken during the severe drought of 27 years ago. Although somewhat indistinct, owing to the photographs being faded by age, they are of interest as showing conditions then prevailing.]



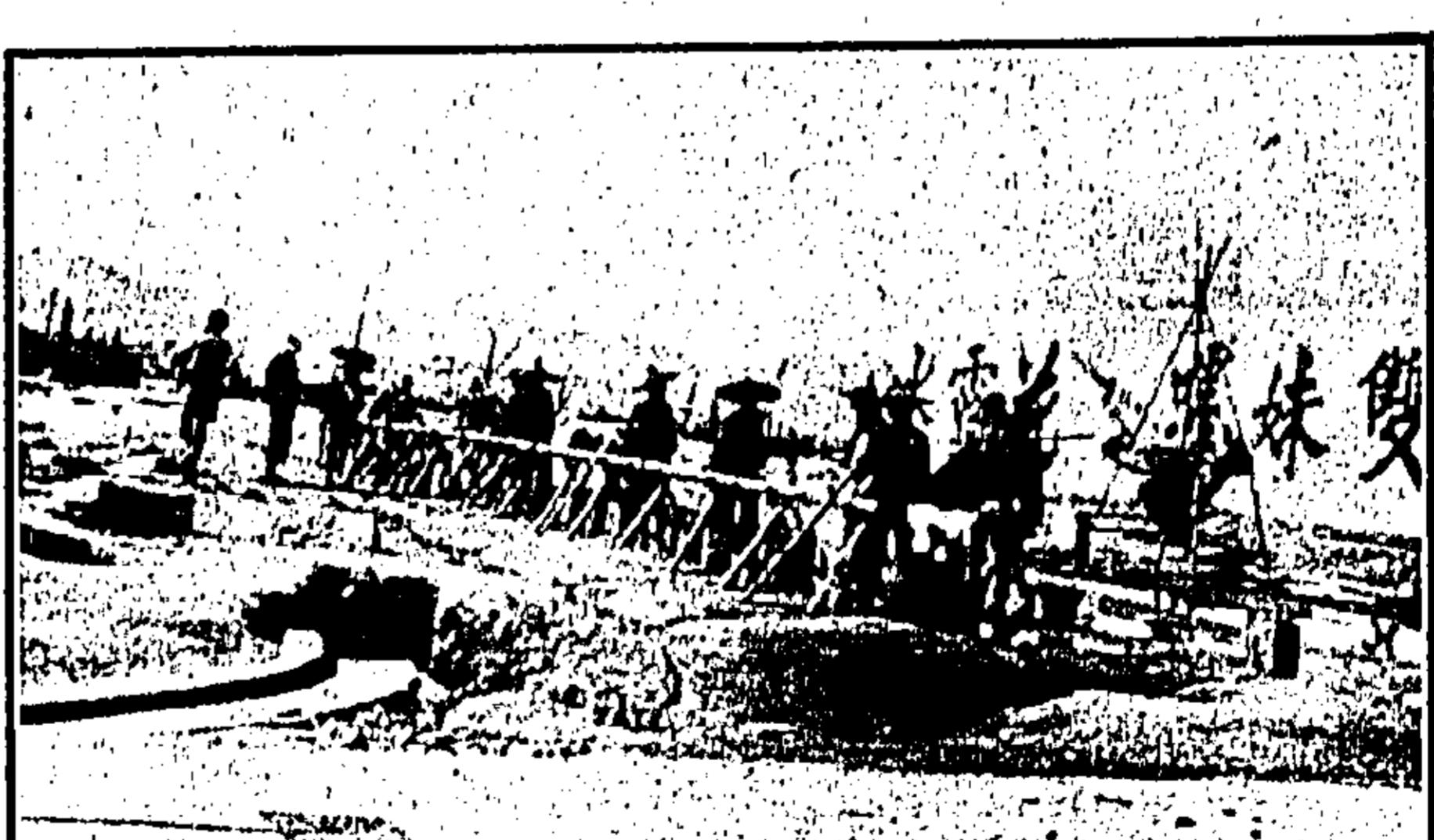
Players in K.C.C. and K.B.G.C. mixed tennis match. Top, T. Lay and Mrs. McCaw, F. C. Goodman and Mrs. Hedley; centre, E. C. Fincher and Mrs. Sayer, W. Brown and Mrs. Cuthill; bottom, S. E. Green and Miss Heard, C. E. Stewart and Mrs. Purslow. (Photo: Mee Cheung).



Players in C.R.C. v. Recreio tennis match. Top, C. A. Barreto and Miss T. Assumpcao, Horace Lo and Miss Enid Lo; centre, Ng Sze-kwong and Mrs. Kew, G. Noronha and Miss M. Alves; bottom, M. W. Lo and Mrs. Chiu, Y. Yanovich and Miss C. Botelho. (Photo: Mee Cheung).



Bringing home water from one of the tanks on the Praya—a mother and her two daughters.



This picture shows Chinese getting supplies of water from one of the tanks erected on the Praya East reclamation.

### TRINITY COLLEGE OF MUSIC: HONGKONG SUCCESSES.



Miss Winifred Robinson, Intermediate Pass.



Top, Alice Dedear (1st steps pass); bottom, Kwan Yu-fun (Intermediate pass).



Margaret Eccleshall, First Steps Pass.



Top, Kathleen Chester (preparatory pass); bottom, Violet Bradbury (1st steps pass).



Mrs. Gladys Lamb, Senior Honours.

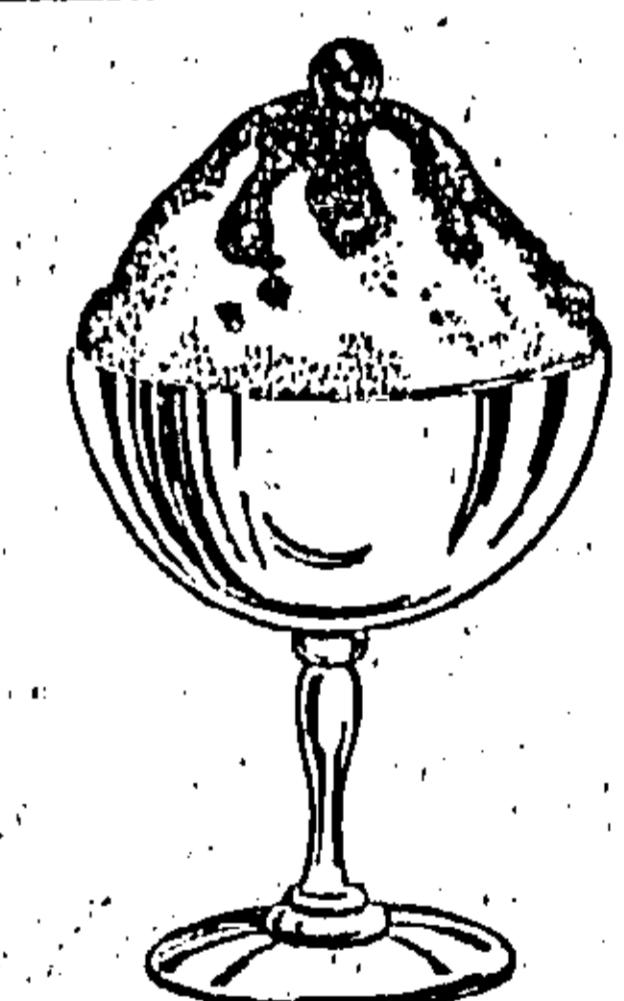


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88, Tai Sap Po, Canton Branch.



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RICH WITH PURE CREAM  
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Beautiful Shoes."

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KAYAMALLY BUILDING.

PASSION PLAYERS IN U.S.  
FAMILY'S ROLE FOR 170 YEARS.



Born to the leading roles of the Freiburg Passion Play, and trained from childhood to the responsibility and honour of their inherited calling, here are pictured five of the Fassnacht family now appearing on Broadway. Upper right is Adolph in the role of Jesus of Nazareth; left is Amalie, as the Virgin Mary. Below, left to right, are George Fassnacht, Jr., as John the Baptist; George, Sr., who plays Judas; Elsa, the Mary Magdalene.

Seven hundred years ago, before America had been discovered, the simple, superstitious peasant folk of Freiburg, in Baden, produced upon their pastoral hillsides a pageant of the Christ-story as visioned by monks and stout burghers.

It seems that certain timid ones who had brooded long over the eerie mysteries of the Black Forest, which borders their town, had seen the Devil himself leave the Schwarzwald and enter the town. So the imitation of Christ was given to keep Satan out. Thus the Passion Play has come down through time.

And now the reverent descendants of these historic actors have left their natural theatre, under the open sky to face the glare and glitter and chaos of Broadway.

"My family literally took upon itself the responsibility for the Passion Play back in 1750," he continued, with the aid of an interpreter. "One of my great-grandfathers believed that the

"Hours of Broadway 'Deyleys'—But what matters it where our passion takes us?" asked Adolph again had departed from its earlier Fassnacht, who was born to the traditions and was degenerating, role of Jesus of Nazareth. "It is He went to the town council and more necessary to-day than ever complained of the lack of respect

shown to the church.

Faithfully Granted Honour.

"His petition was that he, and members of his family, might be allowed to, assume the responsibility for the ceremony. His petition was granted, with the proviso that the council could take the sacred story back at any time if the Fassnachts did not produce it with due reverence and beauty.

"So you can understand how

carefully we have been groomed during the many generations."

The Fassnachts are literally born to the roles they must play.

They are trained from childhood to the responsibility and so are the peasants who play the various minor roles. There is George, who plays Judas, and George Jr., who plays John the Baptist; Elsa, who has the role of Mary Magdalene, and Amalie, who plays the Virgin Mary.

Present a Paradox.

The array of blinding lights, projected from their pastoral cast from their own and other valley home into a modern hotel theatres, also was a bit upsetting, in the skyline belt, the Fassnachts they concede. But the Fassnachts

WHY I LIKE THE  
ENGLISH.

By a French Girl.

Englishmen seem to me, physically speaking, very tall, straight, and strong. Rarely slender, they are well-built, look healthy, and keep young very long.

Their looks are firm and grave. Young men are generally nice-looking, neater, and more agreeable to look at than the French.

English character is good, firm, frank, and brave; these qualities are mainly ours. When an Englishman says "I will not," it is not easy, not to say impossible, to make him change.

Notwithstanding their strong will, the English are nearly always good and kind to the poor, orphans, women, children, and beasts.

The English love animals. This fact cannot be argued about. We find dogs and cats in every English home; they are the favourites of the nursery, the living toys of baby, who learns to love them. This last disposition was always a subject of wonder to me; in almost every French home parents forbid animals to approach very young children.

I believe Englishmen are able to understand nature. However, they rarely are artists; they feel the beautiful, they cannot express it.

With their strong but, simple mentality, they look like giants with childish souls. Never disengaged, they push the progress wheel, and are the most courageous soldiers in the struggle for the best.

seem paradoxically cast. It is odd, for instance, to watch a man groomed for years to the Christ role answer a telephone or ring for a pitcher of water. The surroundings of elevators and noise seem equally strange.

Finally there is the gigantic Hippodrome Theatre, in which they appear, which has been provided with every appurtenance of modern stage craft and lavish decoration within the imagination and means of Morris Gest and David Belasco. Even the basement section, which once housed the Hippodrome midgets and animals, has been turned into a theatricalized segment of Jerusalem. In the theatre proper, glaring are lights centre the tableau figures and fabulous expenditure is indicated in the settings and the costumes of some 1000 extras.

Bewildered by Metropolis.

It's all very far away from the open hillsides of Freiburg. And the Fassnachts admit they were more than a little bewildered upon their arrival for rehearsal. It was a vast and incredible change from the company of street actors, picked from the peasant folk of the countryside.

The array of blinding lights, projected from their pastoral cast from their own and other valley home into a modern hotel theatres, also was a bit upsetting, in the skyline belt, the Fassnachts they concede. But the Fassnachts

NOAH'S ARK" TO BE FILMED.



Warner Bros. are shortly to produce a remarkable film of "Noah's Ark," in which Dolores Costello and George O'Brien will appear. Above are two of the striking scenes.

A VERY MODERN SON.

By His Mother.

I am afraid that my son is going to be a motor engineer. I thought so when I first saw his hands. He was then an hour old. Now he is, in his own words, "Nearly two." But all his conversation is of things that move—and move rapidly.

Now my son is not a remarkable child. He did not walk at the age of six months and he has never dazzled either of his parents with the brilliance of his remarks. In fact, Andrew is a very ordinary little boy. And that is my point. He is so ordinary that he is absolutely typical, and when I say he is going to be a motor mechanic I am merely expressing the hopes (or fears) of most mothers of small boys.

For that is the most remarkable thing about the young male generation even in their infancy. They have been born with a new sixth sense; the sense of speed and the machinery that creates speed. They know and understand instinctively things that we, their parents, have grasped only after long and serious application.

But looking round at all the small boys of my acquaintance, I see that this is no cause for astonishment. They are all the same. John, aged five, will correct you with condescension if you confuse two baby cars.

Michael, who will soon be nine, has made a study of motor specifications and can recite these with gusto and understanding. Billy, his brother, is already a speed maniac and regards Sir Henry Segrave as the most astonishing demi-god the world has ever produced. And so on—ad infinitum—until I find myself compelled to spend a few hours secretly with a motoring manual in the hope of acquiring sufficient jargon to pass muster with these young experts.

It is all very astonishing and perhaps a little disappointing to the romantic young mother. I wonder if we all have our fond and silly dreams, imagining our sons as young Galahads, mounted on fine white thoroughbreds? If so, we soon tuck such pictures away at the back of our minds. Horses? Dear slow old things. Ask Andrew—he'll tell you.

WHY THE THEATRE  
WILL SURVIVE?

By Karel Capek.

The theatre is the last island in the sea of modern civilization in which that ancient invention, the spoken word, is, as if through a sort of enchantment preserved in its original purity; there still lingers that ancient and wonderful popular habit by which people make themselves mutually understood through talking and gesticulating with their hands, using neither machines nor marks, but only words.

Viewed from this standpoint, there is a great future in store for the theatre, as is the case with all things that have a great past. It cannot be replaced by anything else; it is the sacred reservation of the spoken word.

The second advantage of the theatre is the actor, not because he plays better than a film-actor, but because he is real and stands before us in the flesh. In modern civilization the theatre ceases to be a house of illusions and becomes a house of realities. In the course of a lifetime we rarely have an opportunity of observing, for several hours, lying beings walking, sitting, and chatting of things of general interest.

If we want to pass a few hours in contemplative observation of wonderful reality and to see what human being looks like, we must go to the theatre.

The more we feel drawn towards reality the more frequently shall we come back to the theatre. But here, too, it lies with the actors to satisfy this craving of ours. It is the lofty task of the actor to place before us living beings, a sight now so rare and so unusual. As long as there are actors, there will be theatres, as long as queer people are being born with a wild desire to reproduce a living man by shouts and gestures, we need not put to ourselves the question whether the theatre will be swallowed up by any other interest.

PICTURES SHOW CHANGES IN THEATRICAL GARB SINCE 1815.



The habiliments of the stage favourite have changed mightily since New York first went in for theatres in a big way—and Evelyn Brent, popular movie star, shows here what the changes have been like. Photo No. 1 shows her as an actress of the year 1815. In No. 2 she has moved up to the Rommung period, just before the Civil War. No. 3

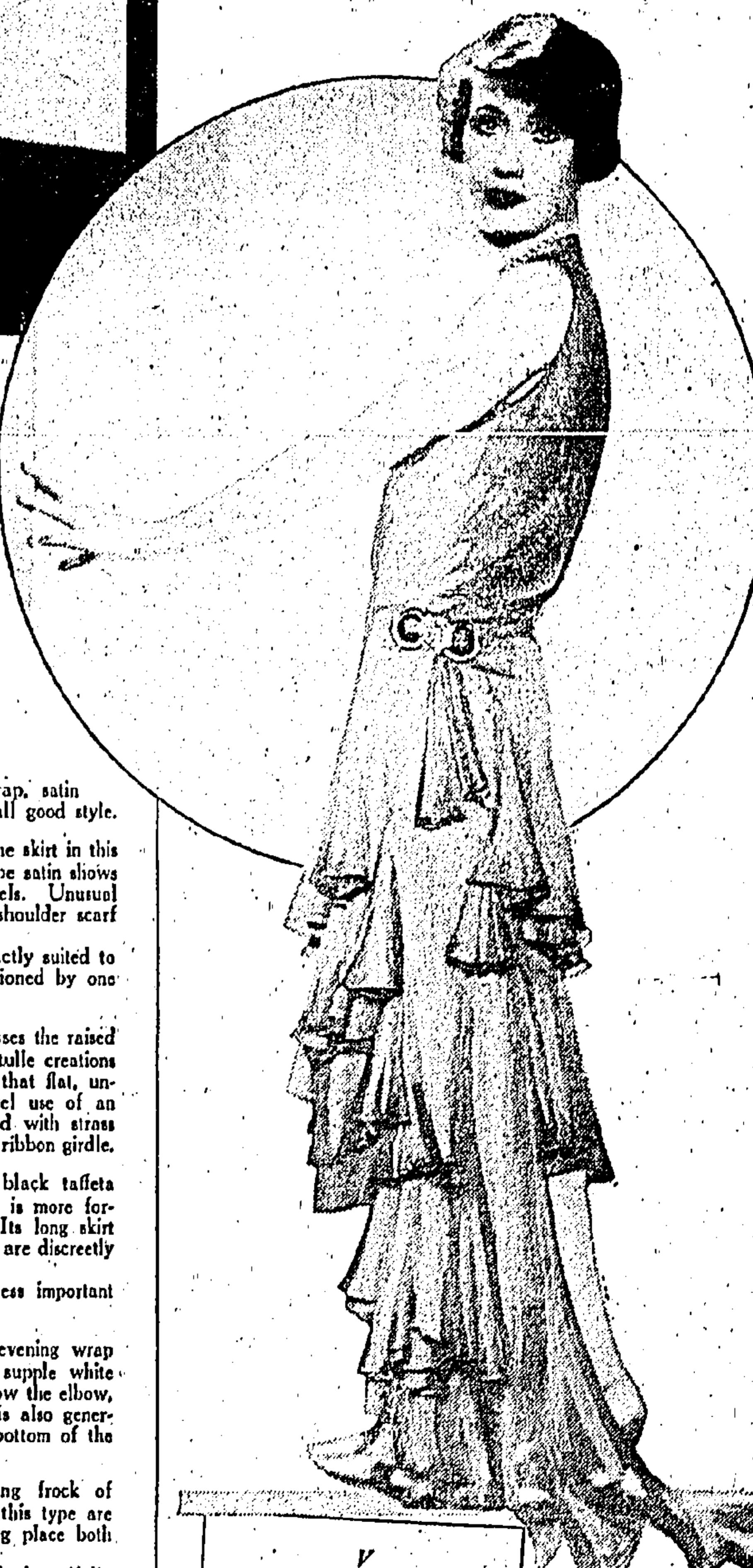
shows her dressed in the theatrical styles of 1870, when Lotta Crabtree was the belle of Broadway, and bustles were in high favour. In No. 4 Miss Brent portrays a costume that shocked and thrilled the New York of the '90's—the first time that actresses appeared on the stage wearing tights. The costume

shown in No. 5 is one worn by the original Floradoras, about 1901. No. 6 shows a costume similar to the one worn by Fritz Schell in 1908—it was considered pretty daring, in those days. And, last of all, No. 7 shows the syncopating, jazz-mad chorus girl of the theatre of 1929.

# For Summer Nights



**IV**  
Drecoll-Ber  
Offers a Rich Wrap  
Of Supple White Satin  
Trimmed With Sable  
Down the Front,  
On the Sleeves.



**V**  
The Last Word in Chic  
Is This Lenief Creation  
Of Canary Yellow Mouseline.  
The Side Train Is Made  
Of Finely Hemmed Valants.

## The Vogue for the Picturesque And the Romantic Reaches Its Height In Evening Gowns of the Moment

**T**HE night may well be glad for its thousand eyes—there is so much more to see these summer evenings—more than enough for mortal gaze.

But gone are the abbreviated short skirts of a season ago. Gone are all abrupt and straightline effects. Gone are all pretences toward the practical and the useless. This year's evening attire is frankly honest in its aim to intrigue and to enchant.

Skirts for evening are long—some have transparent hemlines which begin just below the knees, but many of them are ankle lengths, and some have trains. All skirts give the effect of fullness at the hemline but most of them are very snug at the waistline. The new silhouette, known as the "mermaid" silhouette, gives a molded effect almost to the knees, where it becomes very full. Naturally this type is very long.

Chiffon frocks are long and fluttery, in printed or plain colors. If the skirt is very full, the blouse may be perfectly plain, or it may have a bertha or a shawl collar that gives the effect of short sleeves—or it may be cut very low in the back and front, and have long, close-fitting sleeves. In case of the long sleeves, the forearm wears as many glittering bracelets as possible.

**FROCKS** in satin or moire are softly draped or uniquely cut, and any possible suggestion of heaviness or weight is eliminated by the spirit and the line. Usually these frocks are white or in pastel shades.

Taffeta is very fashionable in black as well as in white and the off-white shades. The Parisienne is particularly partial to black satin, often lightened with white or egg shell satin, and coats with irregular hemlines are growing in favor.

For the mature woman dull crepe, particularly in black or in plain colors, is a wise and modish choice, for this material attains great distinction when cut with the proper silhouettes.

Evening wraps show more variety than ever before. Paquin sponsors the short evening wrap which pulls tightly about the hips with the full long skirt. Others show the flared coat, or the straight, one of seven-eighths length.

Tiered coats are very smart, particularly in white or egg shell satin, and coats with irregular hemlines are growing in favor. When fur is used on the summer wrap, sable

is the most approved pelt, with fox next.

Among the materials for the evening wrap, satin leads, with faille, taffeta, moire and crepes all good style.

**I.** THE draped blouse and novel cut of the skirt in this Lucile Paray evening gown in white crepe satin shows the trend of the season's most advanced models. Unusual is the handkerchief plait yoke and the one-shoulder scarf heavily embroidered in crystal paillettes.

The crepe is off-white in shade and is exactly suited to the distinctive sort of gown so cleverly fashioned by one of the ablest Parisian couturiers.

**II.** THIS black tulle gown by Patou stresses the raised waistline and the long skirt. Patou's tulle creations are the talk of Paris and all of them have that flat, untrimmed, unfluffy aspect bespeaking the novel use of an old material. The gown is sparsely trimmed with strass rings, has a transparent yoke effect and a flat ribbon girdle.

**III.** BERNARD ET CIE made this black taffeta frock which, because of its material, is more formal than either a crepe or chiffon gown. Its long skirt drapery is black tulle and the bodice and skirt are discreetly trimmed with strass and pearl embroidery.

There is a charm to black taffeta that less important materials cannot achieve.

**IV.** PARTICULARLY lovely is this evening wrap from Drecoll-Ber. It is made of supple white satin and its sleeves, cut with great width below the elbow, are hemmed with soft, brown sable, which is also generally used down the front and around the bottom of the wrap.

**V.** LENIEF offers this irresistible evening frock of canary yellow mouseline. Gowns of this type are the last word in chic at every smart watering place both in Europe and America.

The most notable feature of this creation is its beautifully draped and rippling skirt. The valants which trim the skirt and its short train are beautifully hemmed with the most delicate hand stitches. The ornament of crystal and jade at the waistline is the gown's only embellishment.

**II**  
The Raised Waistline and Long Skirt  
Are Stressed in This Black Tulle Gown  
From the Workshops of Jean Patou.  
A Flat Ribbon Girdle and Strass Rings  
Are the Frock's Only Decoration.

## TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

# Hongkong Telegraph.

## Pictorial Supplement

June 29th, 1929.

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IN THIS SUPPLEMENT.

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THE HONGKONG TELEGRAPH  
13, WYNDHAM STREET.  
TELEPHONE CENTRAL NUMBER ONE.

MACKINTOSH'S have just received a small exclusive range of fancy Linen Handkerchiefs and a special display of these is now on view in their window.



Chinese are here shown getting water supplies from inside the barricade erected around one of the steel tanks now in operation.



This photograph was taken recently at the opening ceremony of the China Athletic Club's bathing shed, performed by Mr. Wong Kwong-tin. Included in the group are members of the Committee.

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Worry!

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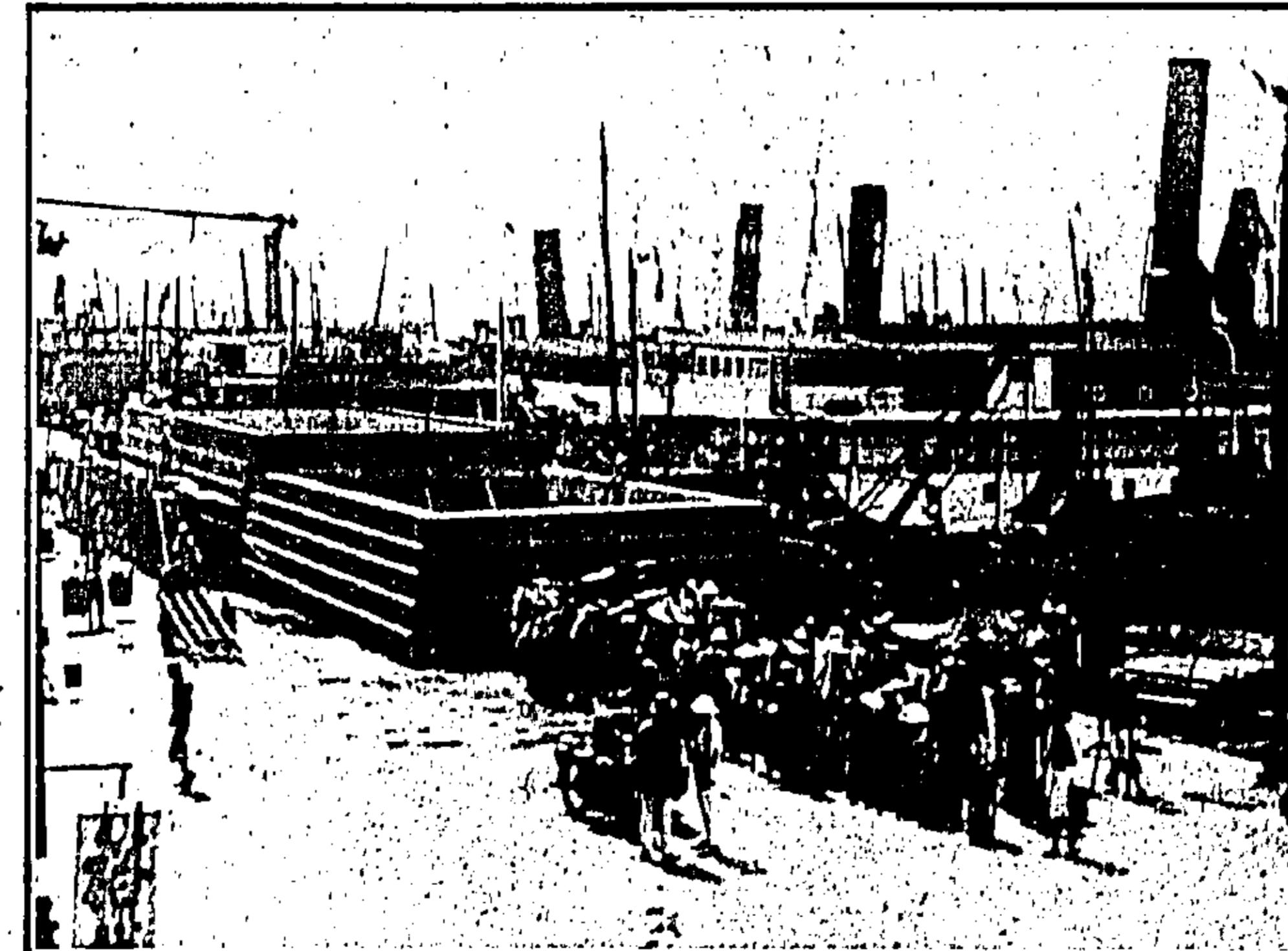
**WHITEAWAY, LAIDLAW & CO., LTD.**



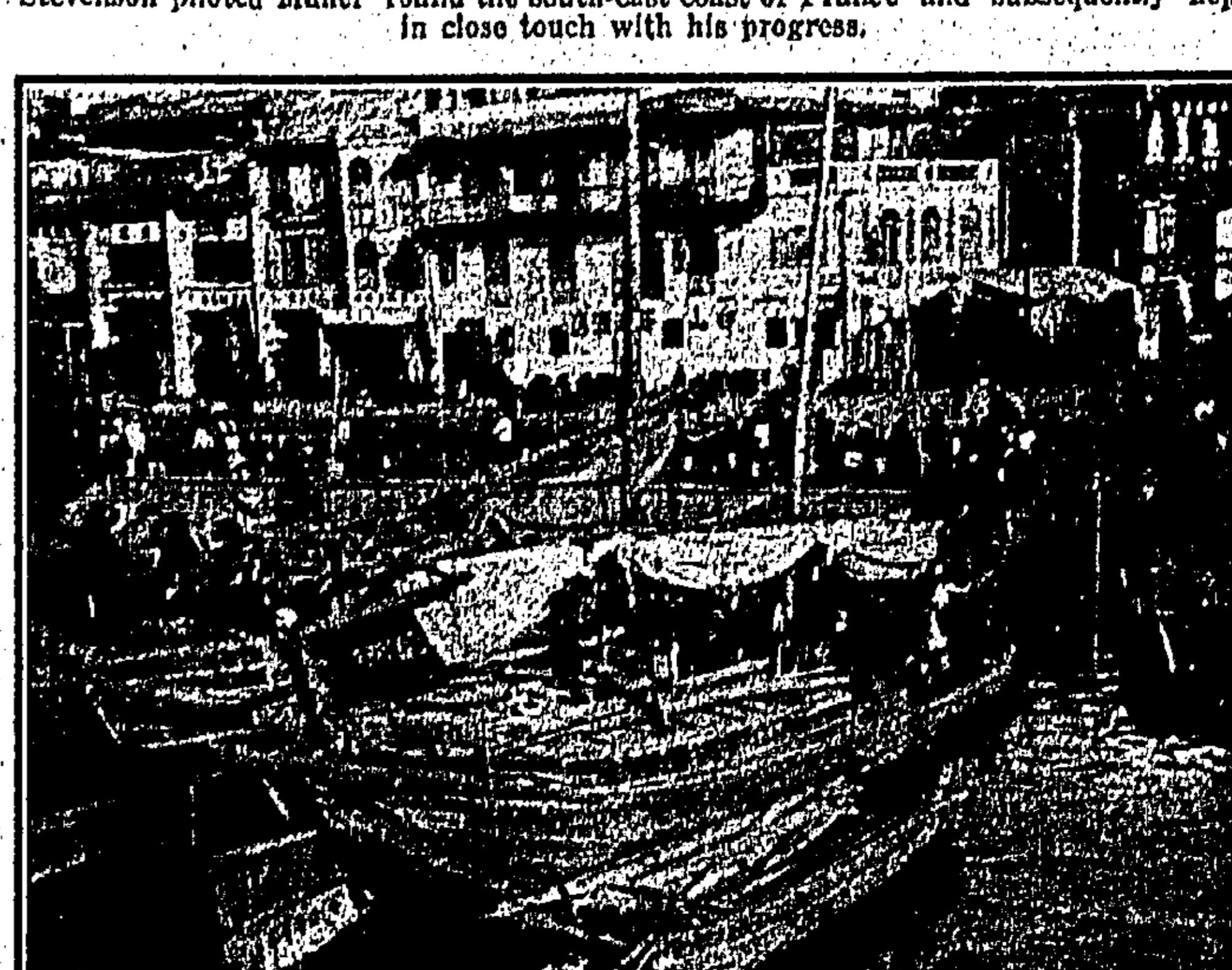
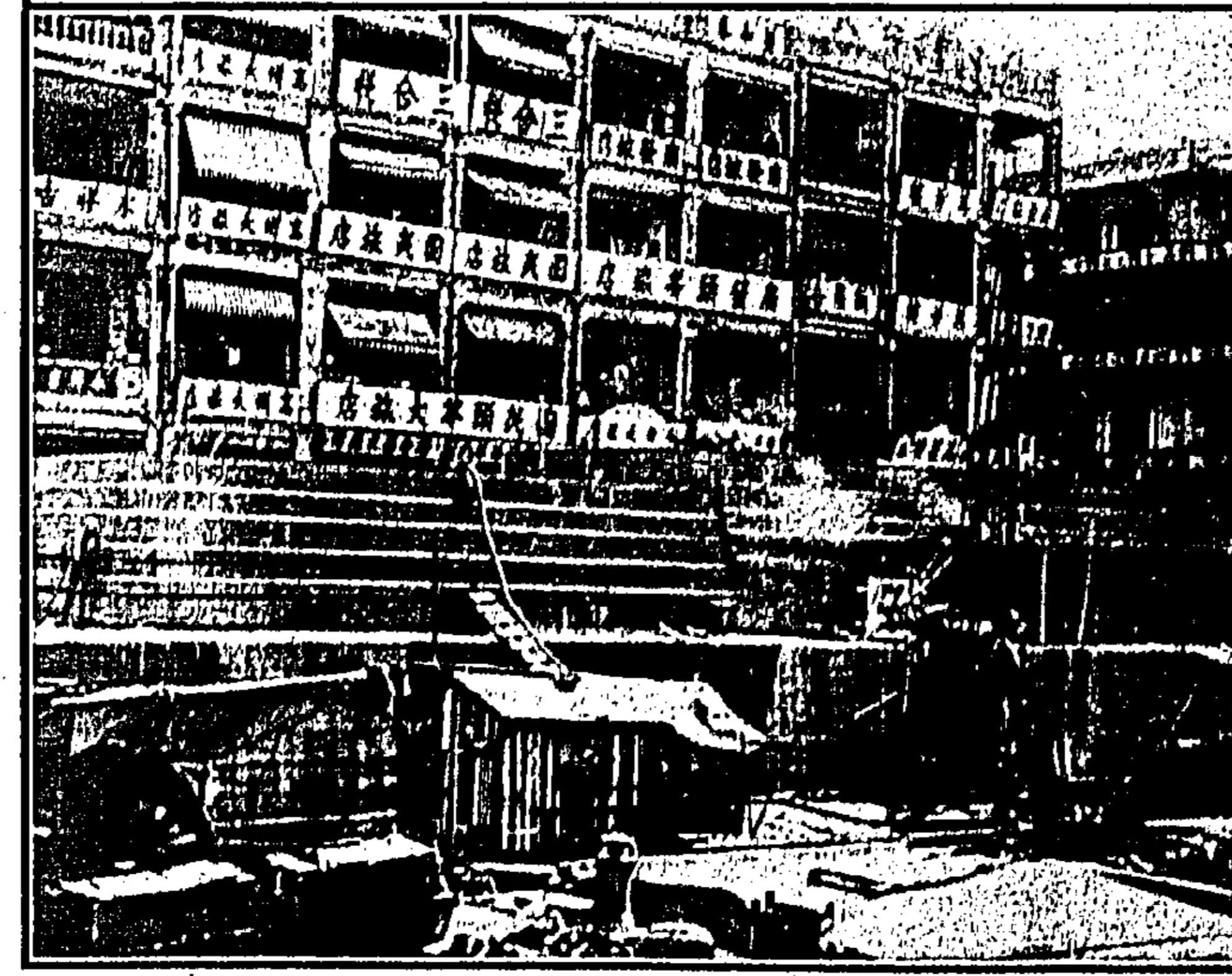
An Indian constable is here seen with nine buckets tied to a bamboo pole which he seized from one water-carrier who infringed the regulations limiting the number per person.



Here is another street fountain picture. It shows an Indian constable taking buckets away from carriers who went ahead of their turn.



These photographs, taken in Jersey by Mr. L. J. Stevenson, of Hongkong, show Paul Muller and his 18-foot sloop before he set out across the Atlantic Ocean. Mr. Stevenson piloted Muller round the south-east coast of France and subsequently kept in close touch with his progress.



Top, P.W.D. officials and water-carriers are seen at one of the Praya tanks into which water is being pumped from a lighter; bottom, pumping supplies from a water-boat into one of the tanks. Tank on right is nearing completion.

Photograph shows how Macao receives its water supplies. The water is brought by junk from Lappa Island, a quarter of a mile away, and then carried ashore.